

MAYOR & COUNCIL AGENDA COVER SHEET

MEETING DATE:

July 11, 2005

CALL TO PODIUM:

Mark DePoe

RESPONSIBLE STAFF:

Fred Felton, Assistant City Manager

Mark DePoe, Long Range Planning Director

AGENDA ITEM:

(please check one)

	Presentation
	Proclamation/Certificate
	Appointment
	Public Hearing "JOINT"
	Historic District Commission
	Consent Item
	Ordinance
	Resolution
	Policy Discussion
X	Work Session Discussion "JOINT"
	Other:

PUBLIC HEARING HISTORY:

(Please complete this section if agenda item is a public hearing)

Introduced	
Advertised	5/11/2005
	5/18/2005
Hearing Date	6/6/2005
Record Held Open	6/27/2005
Policy Discussion	

TITLE: SDP-05-002

Schematic Development Plan Application SDP-05-002, for approximately 125.21 acres of property known as Watkins Mill Town Center (previously known as Casey West property).

SUPPORTING BACKGROUND:

Gary Unterberg, of Rodgers Consulting Inc., representing the applicant B. P. Realty Investments has submitted this Schematic Development Plan (SDP-05-002) proposal. The SDP-05-002 proposal includes approximately 125.21 acres of property, titled Watkins Mill Town Center (previously, known as Casey West Z-297), located between CSX Railroad tracks and I-270, north of Metropolitan Road. The subject property is zoned Mixed Use Development (MXD)

The SDP-05-002 application proposes a mixed-use project to be developed in three phases: **Phase 1 Watkins Mill Road extended** – 482 attached and detached residential units, 252 condominium units, 106,639 square feet of mixed use retail/commercial/restaurant, 493,450 square feet of office/professional, and 210 room hotel with related facilities and 65 penthouse condominium units; **Phase 2 Watkins Mill Interchange** – 95,000 square feet of mixed use retail/ commercial/restaurant, 360,000 square feet of office/ professional, and 180 room hotel and associated uses; and **Phase 3 Corridor Cities Transitway** – 276 condominium units, 20,300 square feet of mixed use retail/commercial/restaurant, and 83,200 square feet of office/professional. The Mayor and City Council adopted the Amendment to Sketch Plan Z-297 for the Casey West property on April 18, 2005 by Ordinance O-01-05.

The Mayor and City Council and Planning Commission held their joint public hearing on June 6, 2005. The Planning Commission record closes on July 14, 2005 and the Mayor and City Council record closes on July 27, 2005. Since the public hearing, staff has been meeting regularly with the applicant to address many of the comments from the sketch plan and public hearing. The plan is tentatively scheduled to be before the Planning Commission for recommendation on July 20, 2005 and the Mayor and City Council for policy discussion on August 1, 2005.

Attached:

See Index of Memorandum

DESIRED OUTCOME:

Hold Joint Work Session and Provide Staff Guidance.



INDEX OF MEMORANDA
SDP-05-002
As of 07/06/2005

Applicant: BP Realty Investments, LLC
Attn: Peter J. Henry
10000 Falls Road, Suite 100
Potomac, MD 20854

Subject Property: Betty B. Casey, Trustee, containing 125.21 acres of land

<u>Number</u>	<u>Exhibit</u>
1	Schematic Development Plan Application, signed by Gary Unterberg, Rodgers Consulting Inc., representing the applicant Peter J. Henry, as filed on 04/22/05 [2 pages] Attached: April 22, 2005 (property posted and advertisements sent within required timeframe) Attached: SDP receipt
2	Cover letter for SDP submittal from Gary Unterberg Rodgers Consulting Inc., to Mark DePoe, Director Long Range Planning [1 page] Attached: vicinity map of SDP area [1 page]
3	Adjacent property mailing list from the applicant [4 pages] document entitled, "Casey Property West, P910, List of Adjoining & Confronting Property Owners" Submitted by Applicant with Amendment Application, dated 08/03/04 [Exhibit 3 of Z-297 application]
4	Notice, dated May 4, 2005, to include legal ad for Joint Public Hearing in the May 11 and 29, 2004 issues of the Gaithersburg Gazette
5	Notice of Joint Public Hearing, sent May 10, 2005 to required parties [mailing list included]
6	Transmittal Forms from Planning and Code Administration to review personnel and agencies [12-forms] and list of additional agencies to review SDP. [1-page]
7	Site Plan Drawing entitled, "Cover Sheet -- Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 1 of 15, as prepared by Rodgers Consulting Inc., dated April 2005

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<u>Number</u>	<u>Exhibit</u>
8	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 2 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
9	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 3 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
10	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 4 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
11	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 5 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
12	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 6 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
13	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Notes and Details", Sheet 7 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
14	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Boundary Survey", Sheet 8 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
15	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 9 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
16	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 10 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
17	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 11 of 15, as prepared by Rodgers Consulting Inc., dated April 2005

<u>Number</u>	<u>Exhibit</u>
18	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 12 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
19	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 13 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
20	Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Preliminary Forest Conservation Plan", Sheet 14 of 15, as prepared by Rodgers Consulting Inc., dated August 2004
21	Site Plan Drawing entitled, "Casey Property---Recertified Natural Resource Inventory/Forest Stand Delineation", Sheet 15 of 15, as prepared by Rodgers Consulting Inc., dated April 2005
22	Ordinance O-1-05: An Ordinance of the Mayor and Council of the City of Gaithersburg granting approval for amendment to Sketch Plan Z-297, known as Casey West, for approximately 125.5 acres of property zoned Mixed Use Development (MXD) [13-pages]
23	The Gazette Newspaper Certification of Publication [1-page with copy of newspaper clipping of advertisement]
24	Mayor and City Council and Planning Commission June 6, 2005 Joint Public Hearing cover [1 page]
25	Site Development Application checklist for NRI/FSD and SDP submittal
26	Cover letter from Wilson T. Ballard Company, to Mark DePoe, dated May 6, 2005 for Proposed Watkins Mill Road Extended display (see Exhibit 26) [1 page]
27	Proposed Watkins Mill Road Extended displayed at the May 3, 2005 Study Team Progress Meeting with updated traffic lane configurations [1 sheet]

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<u>Number</u>	<u>Exhibit</u>
28	Cover letter from BP Realty Investments, LLC, to Mark DePoe, dated May 18, 2005 regarding Design Guidelines and Standards (see Exhibit 29) and Declaration of Covenants, Conditions, Easements and Restrictions (see Exhibit 30) [1 page]
29	Draft Watkins Mill Town Center Design Guidelines and Standards, dated May 11, 2005 [40 pages]
30	Draft Declaration of Covenants, Conditions, Easements and Restrictions for Watkins Mill Town Center Civic Association, Inc. [42 pages]
31	Letter from Norma Thacker, Washington Suburban Sanitary Commission, to Trudy Schwarz, Planning and Code Administration, dated June 6, 2005 [2 pages]
32	Email from Nancy Sturgeon, Maryland National Capital Park and Planning Commission, to Rob Robinson, City of Gaithersburg, dated June 23, 2005 [2 pages]
33	Revised Draft Watkins Mill District Watkins Mill Town Center Gaithersburg, Maryland Design Guidelines, dated July 6, 2005 [42 pages]
34	Mayor and City Council and Planning Commission July 11, 2005 Joint Work Session cover [1 page]
35	Revised Site Plan Drawing entitled, "Cover Sheet -- Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 1 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
36	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 2 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
37	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 3 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress

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<u>Number</u>	<u>Exhibit</u>
38	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 4 of 36, as prepared by Rodgers Consulting Inc., July 6, 2005 label Draft In Progress
39	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 5 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
40	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Schematic Development Plan", Sheet 6 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
41	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Road Details and Road Code Waiver Exhibit", Sheet 7 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
42	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Boundary Survey", Sheet 8 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
43	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 9 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
44	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 10 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
45	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 11 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress

<u>Number</u>	<u>Exhibit</u>
46	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 12 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
47	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Landscape and Lighting Plan", Sheet 13 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
48	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Preliminary Forest Conservation Plan", Sheet 14 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
49	Revised Site Plan Drawing entitled, "Casey Property---Recertified Natural Resource Inventory/Forest Stand Delineation", Sheet 15 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
50	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Utility Plan", Sheet 16 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
51	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Residential Parking Distribution Exhibit", Sheet 17 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
52	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Urban Core Parking Distribution Plan", Sheet 18 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
53	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Truck Turning Exhibit", Sheet 19 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress

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<u>Number</u>	<u>Exhibit</u>
54	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Truck Turning Exhibit", Sheet 20 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
55	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Phasing Plan", Sheet 21 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
56	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Conceptual Bus Route and Pathway Plan", Sheet 22 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
57	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Rough Grading Plan", Sheet 23 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
58	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Community Signage Plan; Street Signage & Pvmt. Marking Plan", Sheet 24 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
59	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Traffic Calming Plan", Sheet 25 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
60	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Noise Control Exhibit", Sheet 26 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
61	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Environmental Waiver Exhibit", Sheet 27 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress

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<u>Number</u>	<u>Exhibit</u>
62	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Public Domain and Key Lot Plan", Sheet 28 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
63	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove---Architecture – Single Family Building Elevation ", Sheet 29 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
64	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture – Building D Condominium Elevation", Sheet 30 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
65	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture – Building A & B Elevation", Sheet 31 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
66	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture – Building C Elevation", Sheet 32 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
67	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture – Loft Townhouse Elevation", Sheet 33 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
68	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture – 2 Over 2 Townhouse Elevation", Sheet 34 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
69	Revised Site Plan Drawing entitled, "Casey Property West Metropolitan Grove--- Architecture - ", Sheet 35 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress

<u>Number</u>	<u>Exhibit</u>
70	Revised Site Plan Drawing entitled, “Casey Property West Metropolitan Grove--- Amenities & Signage Exhibit”, Sheet 36 of 36, as prepared by Rodgers Consulting Inc., dated July 6, 2005 label Draft In Progress
71	Transcript of Joint Public Hearing on SDP-05-002 before the Mayor and City Council and Planning Commission on June 6, 2005
72	Casey Property West Wildlife Management Report, prepared for BP Realty Investments, by Rodgers Consulting, Inc.

* Exhibits in **Bold** were provided at the Mayor and City Council and Planning Commission Joint Work Session on July 11, 2005



**WASHINGTON SUBURBAN
SANITARY COMMISSION**

14501 Sweitzer Lane • Laurel, MD 20707 • 301-206-8000
www.wsscwater.com • TTY: 301-206-8345

TO: TRUDY SCHWARZ, PLANNING AND CODE ADMINISTRATION
CITY OF GAITHERSBURG

FROM: NORMA J. THACKER, DSC TECHNICIAN II
DEVELOPMENT SERVICES GROUP
PHONE #301-206-8643
E-MAIL – nthacke@wsscwater.com

DATE: JUNE 6, 2005

SUBJECT: CASEY WEST

Site Plan Number: **SDP-05-002**

The above referenced submittal has been reviewed with the following comments:



- ☒ Water and Sewer Extension may be required.
- ☐ Water is available.
- ☒ Existing WSSC facilities are located on the site. Submission has been made to the WSSC.
Call Development Services Center at 301-206-8650.
- ☒ Onsite plan review package should be submitted. Contact our Permit Services Unit at 301-206-4003 for additional information. _____
- ☒ Project # DA3542Z03 - Parklands is an approved project within the limits of this proposed site.
Contact Tom Gingrich at 301-206-8883 for additional information.
- ☐ Additional Rights-of-Way is required. _____
- ☒ Other: CIP S-84.64 is required for this project. Engineer must submit an Amendment Revision with Hydraulic Modeling package for review based on the the updated version of this proposed plan. Adhere to minimum right of way widths. Please note that a minimum right-of-way width of 30' is required for both water and sewer lines installed in the same right-of-way at normal depth. The minimum right-of-way for one extension, either water or sewer installed at normal depth is 20 feet. Installation of deep water and/or sewer will require additional right-of-way width. The minimum clearance between a building and a WSSC pipeline is 15 feet. Based on the absolute minimum spacing between adjacent buildings with both water and sewer lines between them is 40' with a preference of 45 to 50 feet. Balconies and other appurtenances are not to be within the right-of-way. Provide free rights-of-way to WSSC for proposed water and sewer lines and for future facilities. Off-site r/ws required. Water loop may be required.

☐ No comment.

Referral Reply Due Date: May 13, 2005

From: "Sturgeon, Nancy" <Nancy.Sturgeon@mncppc-mc.org>
To: <RRobinson@gaithersburgmd.gov>
Date: 06/23/2005 4:44:11 PM
Subject: RE: Watkins Mills extended traffic study

Rob,

I spoke with Mark Depoe last week (June 16th) as a follow-up to this e-mail from you about the Casey West project. We have some concerns about the developer's site plan for the area northwest of Watkins Mill Road extended, which is in the County's Gaithersburg Vicinity Master Plan. Our concerns include the following:

- 1) The ROW for the CCT is shown as 50 feet on the Casey West plans but may need to be 70 feet (as proposed in the 1997 DPWT study that is informing our Master Plans) to accommodate bikeways and provide more buffer, especially adjacent to residential land uses. We understand you are working with MTA and SHA on issues related to the CCT and Watkins Mill Road extended.
- 2) The McGown property is currently zoned I-3 (light industrial/technology & business park), which potentially allows a broad range of uses and densities. The Casey West plan appears to show residential uses adjacent to the McGown property. What if the McGown property developed as an I-3 business park? Would the uses proposed by the Casey West plan be compatible with a business park and are the access roads (as well as setbacks and buffers) sufficient to accommodate a potential I-3 project?
- 3) Could more direct access to the McGown property be considered? While maintaining the alignment with Street A east of Watkins Mill, perhaps Street A west of Watkins Mill could be realigned/shifted north to the edge of the stream buffer to provide more direct access rather than two streets (A and H) that require a right angle turn and traffic passing in front of the uses proposed along these streets. What would the proposed classification of streets "A" and "H" be?
- 4) Mark shared some of our concerns that the housing in this area appears forced -- too close to the CCT and Watkins Mill and, perhaps, to the proposed new roads ("Street A" and "Street H").
- 5) Mark and I discussed the possibility of additional access to the McGown property - perhaps where the proposed hotel is shown on the Casey West plan. Access from this location would provide access to this portion of the McGown tract that is northeast of the stream and could, perhaps, avoid a crossing of the stream.
- 6) Additional coordination is needed to address the relationship between development in the Casey West area and the need to widen Longdraft Road or pursue access restrictions along Pheasant Run Drive.

Mark had said that you didn't need anything in writing from us at this time...but what do you suggest for next steps? Should we meet at the staff level? Do you want a formal letter from us? We would like to submit something for the record as part of your deliberations with the Mayor and Council. Please let us know the best way to provide input at this point and thanks for the opportunity to work with you on this.

-----Original Message-----

From: Rob Robinson [mailto:RRobinson@gaithersburgmd.gov]
Sent: Thursday, June 09, 2005 2:15 PM
To: Edwards, Sue; carl.starkey@montgomerycountymd.gov;
deanna.archey@montgomerycountymd.gov;
uzair.asadullah@montgomerycountymd.gov; psilberman@sabra-wang.com;
mlotz@wtbco.com
Cc: Mark Depoe
Subject: Watkins Mills extended traffic study

Hello all,

A month ago, Mark Depoe had mailed copies of the traffic study for Casey West to you. If possible, could we receive your official comments by Wednesday, June 22. If so, your comments and any concerns can be placed in the public record for review during the Casey West public



hearing scheduled in early July. If you have any questions, please feel free to contact either myself or Mark Depoe at 301-258-6330. Thank you,

Rob

Rob Robinson
Planner
City of Gaithersburg

301-258-6330 x 122
301-258-6336 (fax)

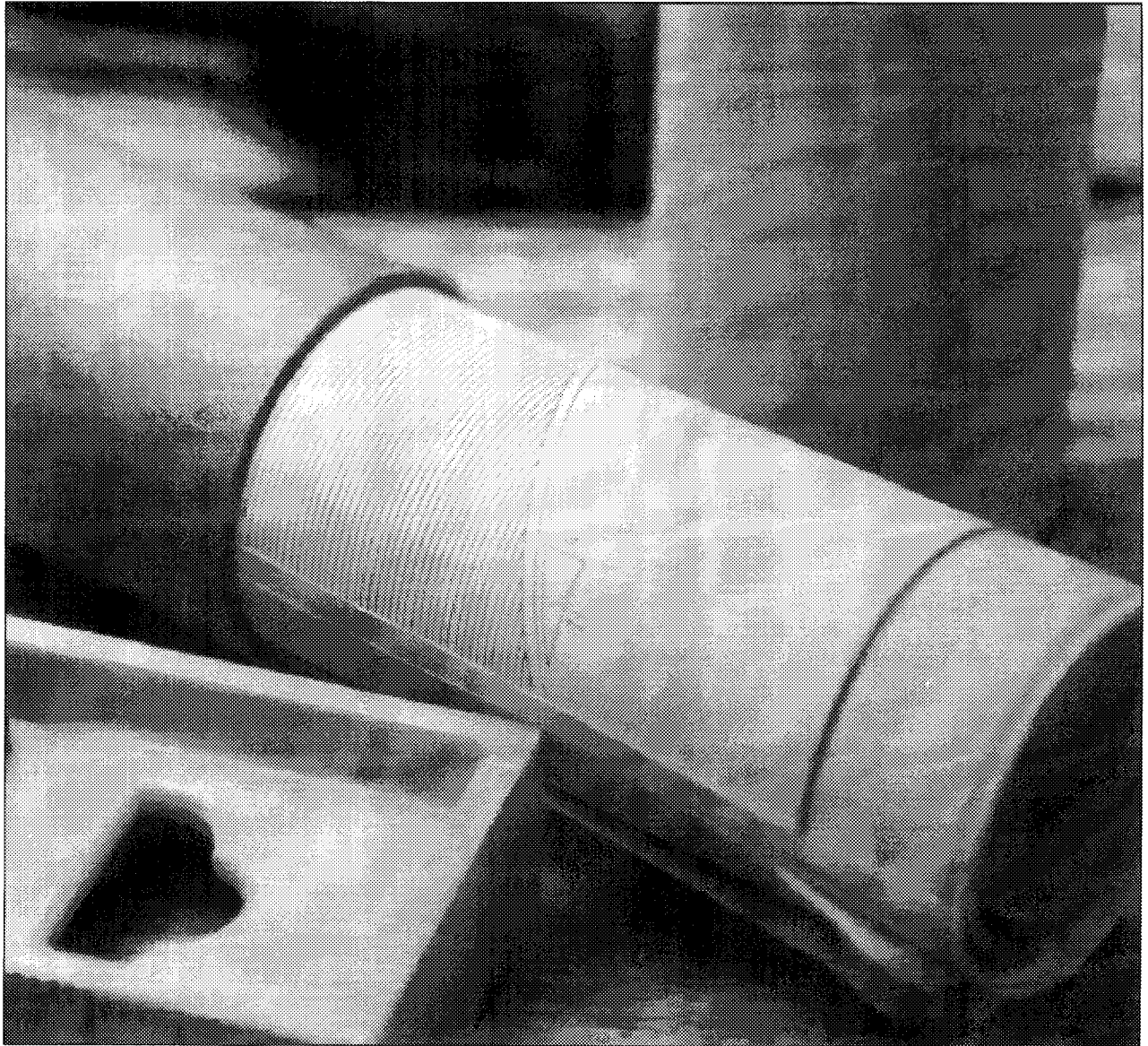
31 S. Summit Ave.
Gaithersburg MD. 20877

RRobinson@Gaithersburgmd.gov

CC: <MDepoe@gaithersburgmd.gov>, "Hardy, Dan" <Dan.Hardy@mncppc-mc.org>, "Kim, Ki" <Ki.Kim@mncppc-mc.org>, "Edwards, Sue" <Sue.Edwards@mncppc-mc.org>, "Autrey, Thomas" <Thomas.Autrey@mncppc-mc.org>

**Watkins Mill District
Watkins Mill Town Center
Gaithersburg, Maryland**

Design Guidelines



Declarant Developer:
BP Realty Investments
10000 Falls Road, Suite 100
Potomac, MD 20854



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Design Guidelines

Watkins Mill District and

Watkins Mill Town Center

Urban Design Issues of the Watkins Mill District and Town Center

The Watkins Mill District includes nearly 200 acres, strategically located along Interstate I-270. The focus of the District is the 40-acre Urban Core originally envisioned as the center of the project in the 2003 City of Gaithersburg Master Plan.

Watkins Mill District and Town Center will be built incrementally over time; therefore, the design of individual buildings and sites within the District is important. Each building and site has a role to play, as part of the general district plan or as a distinctive focal point. Each new building and site should respond appropriately to its environs. New projects in the district typically involve buildings, sites, streets, and sidewalks that should be coordinated and consistent with an overall urban design vision for Watkins Mill District and Town Center.

In order to guide developers, architects, landscape architects, public officials, and the Town Architect, a number of urban design principles are described in this report. They are intended to establish an organizing framework for the District and an overall level of coherence within the town center. Urban design at this scale is challenging because the objective of establishing some coherence must be tempered by a flexibility that will accommodate change over time. These principles are therefore general and meant to establish a framework within which individual designers should consider their project as a component piece that is part of a larger District plan.

It is important to note that the following Guidelines apply to the Watkins Mill District in general and govern new construction as well as additions or improvements. For certain areas within the District, because of their use or intensity, these Guidelines may be modified, refined or amended as necessary in order to address specific design issues.

Land Use

The overall 200-acre Watkins Mill District and Town Center Urban Core plan is for a highly varied mixed-use environment focused on the Urban Core. Surrounding the Core are lower density retail and residential uses as well as a concentration of regional transportation and community facilities. Upon completion, it is anticipated that the entire District and adjoining properties will

include a significant collection of hotel rooms, shops and retail space, a cinema, a significant concentration of first-class office space, lower density and higher density housing options, and open space for natural preservation and community use.

Office - Key sites for new office development are primarily featured within the Urban Core, although several million square feet of existing and planned office developments are positioned to the west, north and south of the Watkins Mill District.

Hotel - Hotels are located within the Urban Core, and along Watkins Mill Road Extended to offer convenience and selection to the traveler. These rooms join the many hundreds already existing within the City to permit a full selection and accommodate future commercial growth.

Commercial/Retail – Commercial and retail uses are also a vital component to achieving a successful and lively district such as Watkins Mill. Retail, cinemas, restaurants and shopping are primarily cluster in the bases of the Urban Core, with a few freestanding, service-oriented buildings at the entrance to the project at Town Center Boulevard.

Residential - Residential uses are an integral part of the vision for Watkins Mill District and the Town Center Urban Core, essential to making a vital urban environment that is designed for working, playing, shopping, and living. The Residential neighborhoods are generally organized from lower density further from the core, increasing in height and density until the Core is reached, where 12-14 story residential condominiums will be constructed. (See Sketch Plan).

The character of the housing should be distinctly urban blended into well-preserved woodland settings. Housing types envisioned for the District include lower density single-family homes, townhouses, urban cottages, two-over-two condominiums, lofts units over retail, and mid-rise housing in the Urban Core. Town Center housing will be advantageously located within walking distance to the retail, entertainment, and cultural uses of the Core. It will, of course, benefit the Core as well. This sizable residential population near the center of the District should be connected to the Core with sidewalks and pathways.

Building Issues

The Watkins Mill District plan illustrates two contrasting patterns of development. In the Urban Core, the grid provides a rectangular matrix of city streets and developed blocks. Outside the Core is a less rigid pattern of streets in response to irregular topography and other conditions.

The grid of the Urban Core is a framework at the center of a vital mixed-use environment with all the energy and diversity of traditional downtowns. Urban design tactics such as height controls and building massing should be used to strengthen the Urban Core as the central focus of the Watkins Mill District.

Height

Building height should be controlled to express the prominence of the Urban Core. Maximum building heights are established through the identification of height limitation districts:

- ❖ Urban Core - The intent of the maximum height of 200' for the Urban Core is to preserve the Core area for the highest buildings, therefore expressing the energy and vitality of the Urban Core three-dimensionally.
- ❖ Midtown - The intent of the maximum height of 60' for the Midtown area is to establish a zone that steps down in height from the Urban Core. This district occurs to the east of the Urban Core, allowing regional travelers at a distance to view the tallest buildings of the Urban Core. This eliminates visual competition and communicates where the focus of Town Center activity occurs.
- ❖ Lower Density - The intent of the maximum of the 50' for the lower density residential areas is to establish a lower zone to the north and east of the Urban Core and Midtown area.
- ❖ Hotel (non-Core) - The intent of the maximum of the 125' for other hotels outside the urban core are intended to allow prominence from the Interstate.
- ❖ Pad outlots - The Intent of a maximum of 45' height for freestanding retail pad buildings to the north of the Urban Core is to establish a zone that steps down in height from the Urban Core, allowing local travelers at a distance to view the tallest buildings of the Urban Core. This eliminates visual competition and communicates where the focus of Town Center activity occurs.

Maximum building heights are measured from the building front door to the roof top, and do not include towers, mechanical equipment, architectural highlights, screening and other service facilities.

Massing

The massing of buildings refers to the general size and form of buildings as well as their location and orientation on a site. It also involves the way buildings relate to each other. The massing of buildings is especially important in the Urban Core

where the continuity of urban walls facing the streets and open spaces should be used to reinforce the Core as a compact, walkable urban environment.

In the Core, building facades should be aligned along streets and parkways to relate individual buildings to the whole. Large gaps or unnecessary setbacks should be avoided. While heights, designs and material of buildings in the Core may vary, an architecturally compatible base of at least 18 feet should be maintained to define and enclose streets and open spaces.

There also should be similarities and relationships drawn between facades that align. These relationships could be expressed in a consistent height of a base or setbacks at upper levels. There is also the opportunity to create in the skyline a landmark series of towers that locates the Core from a great distance. This should occur in the center of the Core surrounding the urban plaza.

It is the massing that for the most part defines the Urban Core as a special place. However, gateway features at key entrance location should be emphasized. The 'gateway' locations are opportunities for keystone entrances and landscapes to frame and define at a vehicular scale entries to the overall Watkins Mill District. These features could take the form of a water fountain at the water entrance, consistent significant entrance monuments and signage at each of the entrances, and unified landscaping.

Street Hierarchy

The existing roads along with future roadway improvements as set forth in the Sketch Plan will serve the District's traffic requirements; however, from an urban design point of view these roadways should contribute to the overall vision of the District. The roads or streets of the District, through consistent design treatments, can contribute significantly to a sense of coherence. The classification of a street hierarchy with similar treatments for similar roads is intended to create a repetition and consistency of design in the District.

The hierarchical system has been categorized based on right-of-way width, volume, speed, and function. A design treatment locating development setbacks, street trees, sidewalks, lawn panels and other planting is shown for each scale of roadway. Planners and designers of individual buildings abutting these streets should use these as a set of rules to guide the placement of buildings, plantings, and sidewalks. While these dimensions are important so that streets have a consistent character, planners and designers may find that individual site characteristics in a District as varied as Watkins Mill may suggest modifications to these requirements. These proposed modifications should be coordinated with BP Realty Investments and the Town Architect, and could require an additional road code waiver from the City of Gaithersburg.

The following street cross section descriptions include recommendations for appropriate street lighting, according to the classification of the street.

❖ **Watkins Mill Road Extended** -- Other than the existing I-270, this road will be the largest and most heavily traveled in the District. Watkins Mill Road will act as a transition between the regional I-270 roads and major streets within the development. While the final design of Watkins Mill Road will be dictated by governmental transportation authorities, design elements to seek to include should be:

- Consistent rows of trees along both sides of the road should be included; preferably a double row of trees should flank the street. A planting of trees in the median is encouraged, subject to Maryland SHA and Montgomery County's approval. Spacing between trees should be consistent, approximately 40' on center.
- A 5' pedestrian walk way should be included on each side, with one side's walkway being enlarged to 8' to accommodate multi-use including bikes;
- Light Standards should be stylized, rather than the typical cobra heads. Since PEPCO fixture patterns change from time to time, the specific fixture type will be selected by the Town Architect from those pattern approved by PEPCO at the time of fixture installation;
- Crosswalks as designated on the Sketch Plan should include timed devices showing seconds to crossing. Although neither SHA nor Montgomery County permit raised walkways or walkways with special materials in major roads such as Watkins Mill Way, discussions should be had to see if such alternative material would be permitted at this location;
- Entrance features to each entrance should be coordinated to announce the District and Urban Core. Each entrance to the project should have a coordinated entrance feature, with the most significant at the entrance onto Town Center Boulevard, as further discussed in the signage section of these guidelines;
- Median Treatment should include landscaping except over the proposed bridges over the CSX rails and I-270.

❖ **Town Center Boulevard** occurs at the center of the core and represents the spine or central focus of activity. The buildings and streetscape elements frame the street by maintaining a consistent setback and landscape treatment. Typical Town Center Boulevard cross-section criteria include the following:

- A face-of-curb to face-of-curb dimension of _____ to include two moving lanes and a parallel parking lane on street edges except at the location of the Urban Plaza and where pedestrian crossings occur;

- Maintain an average approximate 18' development setback on either side of the street, to include a 18" to 2' paved edge, an 5' width planter with raised edges, street furniture, and a walk of brick and finished concrete. All brick may be specified rather than a mix of brick and concrete at the discretion of BP Realty;
- No less than 8' clear shall be maintained free of planter, furniture or other impediments along the walkways for pedestrian movement;

QuickDraw™ and/or
3D rendering required. Please refer to
user manual for more information.

Town Center Boulevard Character

- The facades of each building should generally align along the development setback in order to establish a consistent building edge. Minor variations occur at storefronts and building entrances to add interest;
- The planting and street furniture should be consistent placed so as not to interfere with pedestrian movement. The street elements are: a 5' wide raised planter, metal trash receptacles, streetlights, roadway signs, directory signs, outdoor seating and benches. Vendor push carts may be permitted on sidewalks with the consent of BP Realty at locations not interfering with the free flow of pedestrian traffic approved by the Town Architect, and parking meters may be installed by BP Realty at any time;
- Street trees should be centered within the raised planters and placed 25-30' on center. Street trees should be the same species specified in the Approved Landscape Plan. Sufficient trees of the same age should

be inventoried within the District for initial installation and subsequent replacements.

- Streetlights define the roadway edge and provide illumination for nighttime activity. The low wattage luminaire selected by BP Realty and the Town Architect of the fixtures available and qualified for servicing by PEPCO should extend through the core. Light fixtures should be placed 3' from face-of-curb.

❖ **Urban Streets** occur within and around the Urban Core and Midtown area. Characteristically, the pattern of urban streets is grid-like, and may include on-street parking. Building and streetscape elements frame the street by maintaining a consistent setback and landscape treatment. The streets included in this category are Commerce Street, Urban Street, Watkins Mill Way, Grand Street, and Parkview Avenue. Typical urban street cross-section criteria include the following:

- A face-of-curb to face-of-curb dimension should be _____ feet including moving lanes and one or two parallel parking lanes. Variations to these dimensions occur on a street-by-street basis as approved by BP Realty and the Town Architect, and may require a road code waiver from the City of Gaithersburg.
- A maximum development setback of 25' is allowed except at corners, where a curvilinear entrance may be utilized to create a plaza area; however, a consistent setback should generally be sought along each street. This includes a 18" to 2' paved edge, a planting area and a walking area as specified on the SDP. A single row of street trees should be centered in the planter, with ground cover, lawn and/or seasonal flowers as ground plane material. There should be consistent tree species on each street, and trees should be spaced approximately 30'-40' on center. Street tree locations should be coordinated with street light locations, so that trees are evenly spaced between light figures. Parking signs and parking meters may be installed on streets adjoining the Urban Core by BP Realty at any time as a parking control measure;
- Streetlights define the roadway edge and provide illumination for nighttime activity. A _____' pole with a 250w to 400w light and sharp cutoff luminaire is recommended for both sides of the street. Light fixtures will occur approximately 3' from face- of-curb, and are spaced at 120' to 150' on center, final spacing to be determined by a photometric study.

❖ **Alleys & Lanes** – New urbanism design draws heavily upon the use of alleyways and lanes to create and reinforce the traditional neighborhood building interrelationships.

- Utilities should be placed in the alleyways whenever possible;

- Efforts should be made to minimize alleyways and lane end-views from the surrounding streets with the use of fences, garages, or landscaping;
- Alleyways should be constructed to reflect the width shown in the SDP.

Open Space and Pedestrian System

The urban environment of the Watkins Mill District is balanced by a variety of open spaces that are linked by sidewalks, pathways, and trails. These open spaces include urban spaces, existing and planned green parks, sensitive areas such as flood plains, wetlands or sites for storm water ponds, infiltration areas and planned development setbacks. These open spaces create a setting for development and provide for a variety of recreational opportunities.

Urban spaces occur primarily within the core along Town Center Boulevard, at the entrances to the Urban Core, pedestrian walkways between Town Center Boulevard and the structured parking deck, and at the Urban Plaza. These spaces, along with pedestrian sidewalks along the streets, organize the parcels of the core and create a sequence of open spaces. These urban spaces are defined largely by building edges, the character and consistency of which are crucial in achieving a sense of enclosure and creating a setting for street-level activity.

Complementing the urban spaces are green parks, which provide a more passive counter point to the urban spaces. Midtown Park with the Community Center and swimming pool creates a central focus for community activity, while the Parkview Green provides a transition from a formal park with tot-lot into a natural preserve with walking train. Additional parks to the north of the Estates also mix formal and informal settings.

The District pedestrian system is a network of interconnected walkways providing pedestrian access within the project and Urban Core, linking the community and the region. The system is comprised of brick, concrete sidewalks, asphalt pathways, and regional trails, with crosswalks providing continuity across streets at key intersections. Crosswalks may be painted or of a special material or texture as shown in the SDP. These are illustrated in the pedestrian system diagram. Bike paths are also accommodated through the community.

- ❖ *Regional Linkages* – Connect the District with adjacent communities. Regional linkages are typically asphalt and 5' to 8' wide. They are the pedestrian walkway and hiker/biker path along Watkins Mill Road, and the potential future hiker/biker path proposed to be included in the Corridor City Transit way;
- ❖ *Concrete sidewalks* accompany almost all roads and streets, and are illustrated in the street sections and on the Sketch Plan. They vary in width and location relative to the street curb, depending on the category of street,

and are finished in an old english pattern, such pattern and color to be approved by the Town Architect.

- ❖ *District Pathways* make connections within the District, typically through sensitive areas, allowing residents and workers to enjoy the natural setting. They are asphalt and 6' to 8' wide, and will be installed where the topography is flat so as to allow equal accessibility to these citizens with mobility impairment.
- ❖ *Brick sidewalks* occur in Town Center Boulevard. They vary in width from approximately 10' to 20', which includes the areas to be utilized for outdoor seating, but a minimum clear walkway of 8 feet free of seating, furniture and other obstructions shall be maintained in all cases.
- ❖ *Crosswalks* are provided at key intersections of the District street system, assuring continuity of the pedestrian system. Crosswalks occur at all intersections within the Urban Core, and at all signalized intersections of major streets and parkways within the Watkins Mill District. Crosswalks may be painted or of a special material or texture as shown in the SDP, depending on the hierarchy of the street (discussed above). Sidewalks and pathways include handicap ramps at all intersections with crosswalks.

Temporary Signage

All areas within the within the Watkins Mill District are governed by the following temporary signage standards:

- 1) One sign or sign grouping (see below) is permitted for each building site road frontage.
- 2) Information displayed on the sign or group may include: project name, developer, contractors, consultant (architects, engineers, etc.) leasing or sales information, project description, renderings, financing, etc.

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- 3) Signs may be single-sided installed parallel to the street or double-sided perpendicular to the street. All signs must be installed outside of the road right-of-way. "V" - Configured signs are specifically not permitted.
- 4) All signs must have 6"x6" posts finished in medium grey color such as PMS 403C. Sign panels (front, rear and edges) are to be finished in a light grey color such as PMS 402C. However, different color exceptions may be allowed and posts may be painted to match the panel if approved by the Town Architect.
- 5) Copy, renderings, logos, etc. may be integral with or applied to the grey sign panel. A minimum 4" margin is required.
- 6) Signs are to be maintained in an orderly manner at all times, i.e. straight with good color appearance. Any modification of copy must be professionally done. Leasing signs are temporary and must be removed as soon as the building has reached full occupancy.
- 7) Temporary signs specifically not permitted within the Town Center District include:
 - a) Portable or trailer signs
 - b) Revolving, rotating or flashing signs
- 8) Temporary signs not permitted except for holidays, promotions and special events within the Town Center Urban Core include:
 - a) Banners, streamers or flags;
 - b) Sidewalk "sandwich board" signs;
 - c) Balloons or similar devices; and
 - d) The Urban Core is specifically permitted to include graphics on the fencing surrounding the future phases of the Urban Core depicting the proposed development and providing information on such proposed development.
- 9) It is the applicant's responsibility to verify the existence and location of any easements, utilities or restrictions that may affect the placement of the sign.

Permanent Signage

Site and exterior building signage and graphics shall be considered as integral elements of the total design. The Town Architect will evaluate signage on its own merits and relationship to Town Center and adjacent projects. Each individual is responsible for obtaining their own sign permit as required from the City.

❖ Site Signage - Significant monumental signage of durable materials at the 'gateways' should be encouraged, as generally reflected on the SDP. Important locations are:

- All four corners where I-270 and Watkins Mill Road intersect;
- At the eastern entrance into project adjoining the Storm Water Management Pond;
- At the western entrance into the project (Town Center Boulevard). At the entrance to the Urban Core from Watkins Mill Road, the two monument signs should be designed to have extra prominence and height, to announce the Urban Core and act as a 'Gateway' entrance. Provision on this signage should be made for (1) major tenants in the Urban Core, (2) the cinema, (3) the hotel, (4) the Marc and CCT rail stop, and (5) other signage deemed appropriate by the Town Architect.
- Consistent project identification monuments should be encouraged from Watkins Mill Road in to other entrances of the project (e.g., the hotel, Parkview Avenue, and Parklands Avenue.)
- Inter-district directional signage should be installed in a coordinated design;
- A project wall sign may be mounted on the retaining wall to the southern edge of the Storm Water Management Pond;
- Signs must be located so as to not create a sight distance problem for vehicles. Landscaping shall be provided at the base of the sign to soften the appearance. Any illumination of the sign must be specifically approved by the Town Center Architect and must not create glare or excessive brightness;
- A Comprehensive Site Signage Package will be prepared as part of the Final Site Plan approval, to be approved by the Town Architect, and Subject to City permitting. All site signage shall be designed as an integrated signage system relating to the architectural character of the project.

❖ Commercial and Urban Core Buildings –

- Building of 4 stories or less – A maximum of two signs will be allowed at the top of a building which is meant to identify the building or major tenants. In general, such "signature" signs may have letter or logo heights of up to 48 inches.
 - Tenant signs other than the building "signature" or "major user" signs are generally permitted only on the first level or ground level of a building and shall be pedestrian friendly. Tenant signs may be allowed on the second level of a building in cases where a suitable

- sign area has been provided as part of the architectural elevation and where visibility of the sign is an issue.
 - The style and height of letters should be standardized within a range and should relate to the size of the area to which the sign will be attached and the size of the tenant Signs or logos with larger letters or characters may be approved depending upon factors such as the sign's overall length, height, location, visibility, color, illumination, etc.
 - First level window signs may be permitted depending upon their size and location, but shall not exceed 40% of the glass storefront area.
- Buildings of 5 stories or greater - A maximum of two signs will be allowed at the top two sides of a building (4 maximum) which is into identify the building or major tenants.
 - For buildings of 5 stories or greater, these signs may have larger letter or logo heights depending upon the sign's length, design, color, location, visibility, and illumination. For example, on a 12-story building, a 72-inch letter will appear roughly comparable to a 36-inch high letter on a 4-story building. The Town Architect may allow, at its discretion, larger letter heights depending upon signage length, design, color, illumination and location.
 - Each office building is allowed to have one sign adjacent to each of its public entrances that lists the major building tenants.
 - Tenant signs other than the building "signature" or "major user" signs are generally permitted only on the first level or ground level of a building and shall be pedestrian friendly. Tenant signs may be allowed on the second level of a building in cases where a suitable sign area has been provided as part of the architectural elevation and where visibility of the sign is an issue.
 - The style and height of letters should be standardized within a range and should relate to the size of the area to which the sign will be attached and the size of the tenant Signs or logos with larger letters or characters may be approved depending upon factors such as the sign's overall length, height, location, visibility, color, illumination, etc.
 - First level window signs may be permitted depending upon their size and location, but shall be limited to 40% of the glass storefront area.
- No building-mounted sign shall protrude above the building or above the parapet wall to which it is mounted. Roof-mounted signs are not permitted.
- Major signs should consist of individual, pin-mounted letters either illuminated or non-illuminated, and may be attached to a raceway.

"Box"-type signs are discouraged other than for logos (such as the "Apple" logo, "Starbucks" logos, "Ted's Montana Grill" logo, etc. as approved by the Town Architect).

- Illuminated signs shall be designed and located so as to prevent glare and misdirected light toward adjacent uses and roads. Signs should generally be internally or "halo" illuminated rather than by external fixtures. In cases where external lighting may be appropriate, fixtures shall be permanently mounted and the light source permanently directed. Fixture styles shall be chosen to compliment the architectural character of the building.
- For all illuminated signage, the Town Architect reserves the right to require the applicant, tenant, owner or other party responsible to reduce the intensity of signage illumination if the Town Architect feels the illumination is too bright or produces excessive glare.
- For building-mounted signs, conduits, raceways, transformers, junction boxes, etc. must be concealed or painted so as to make them as inconspicuous as possible. High-pressure sodium (yellow-orange) lighting is specifically prohibited.
- Street level commercial uses within the Urban Core are encouraged to exhibit a strong retail identity through the use of blade signs, marquees, awnings, canopies and distinctive storefronts to convey the retail nature of the Town Center Boulevard, with such materials, color and placement to be approved by the Town Architect. Examples of the variety of storefronts and signage alternatives can be viewed in such projects as Bethesda Row, Crystal City, and Reston Town Center
- Canopies: Residential or hotel canopies may extend to the back of curb, with a minimum clear height of ten feet (10'). Attachment or incorporation of the building name and/or address on canopies is encouraged. Specific guidelines are as follows:
 - Fabric awnings or canopies generally should be simple in design with solid colors.
 - Multiple or repetitive signage, logos, and/or advertising are generally discouraged.
 - Awnings or canopies must be constructed of quality material and be securely attached to their frames, such materials to be approved by the Town Architect.
- Banners: Decorative or seasonal banners, generally vertical in design, are a proven method of introducing both color and continuity into urban spaces and are normally mounted on light standards. Should decorative or seasonal banners be used at Watkins Mill Town Center they should be part of a system where the content is changed at least four times a year. Announcement banners, if approved, should be put in place no sooner than two weeks before the event and removed within a reasonable time thereafter. Specific guidelines relating to banners are as follows:

- All banners relating to individual retail or office promotions, hiring or advertising are prohibited.
- Banners for specific community-oriented events such as festivals or holidays are encouraged.
- Approved banners must be professionally fabricated of durable, weather-resistant material.

Security Systems

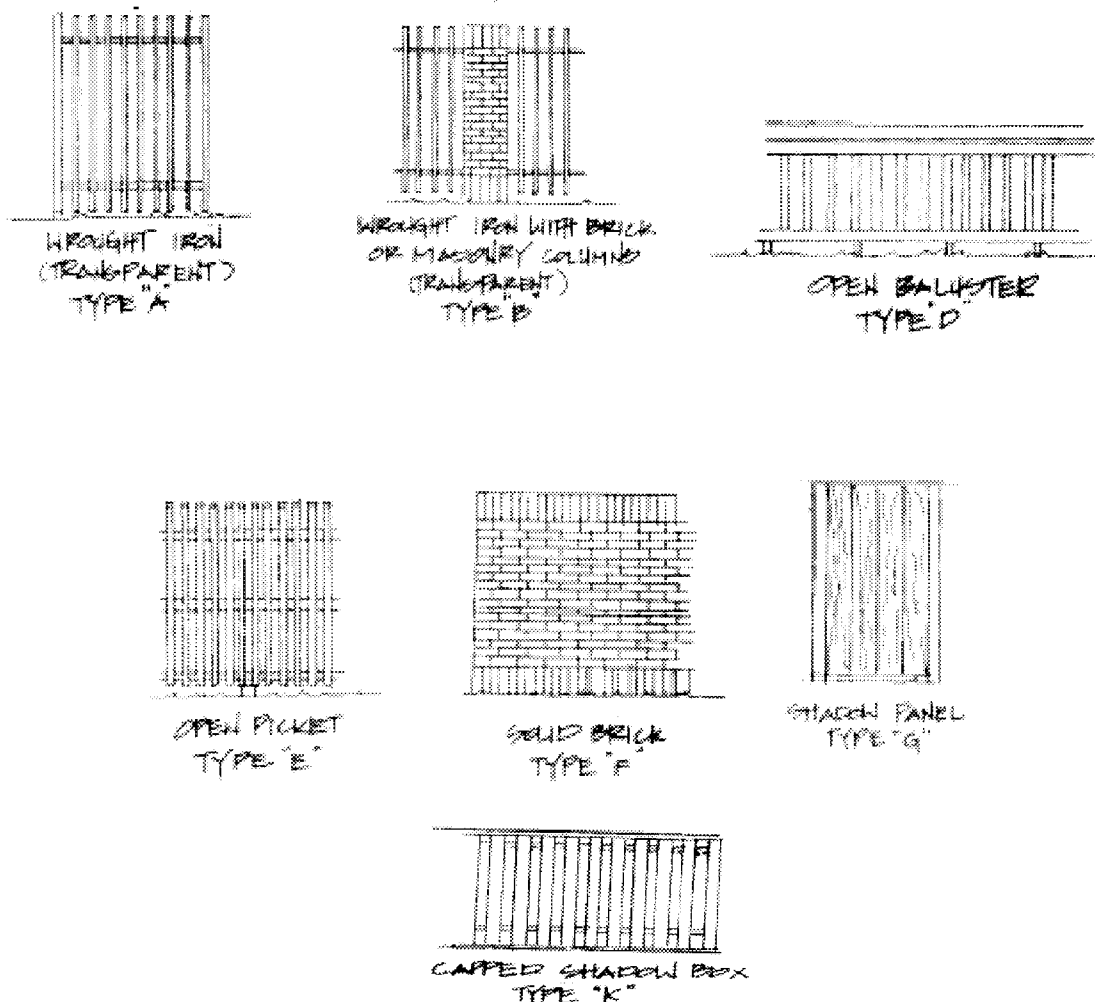
- ❖ All exterior television camera systems and other surveillance and security devices shall be designed as an integral part of the site and building design program. Cameras and housings should be as unobtrusive and inconspicuous as possible.
- ❖ Cameras should be located behind windows or glass screens or integrated within architectural elements of the building rather than attached to the building as an afterthought.
- ❖ Pole-mounted cameras within the site shall be kept to a minimum. Placement of pole-mounted cameras shall follow the placement and sequence, pattern style and color of other outdoor fixtures such as light poles.

Communications Equipment and Rooftop Equipment

- ❖ Dishes or antennas should be considered as an integral part of the building and/or site design and should not be added as an afterthought.
- ❖ Dishes or antennas shall be located in such a way as to be visually unobtrusive from the ground level or from major views. This may mean roof mounted, or mounted in the rear of buildings, as determined by the Town Architect. If visible, dishes, antennas or roof mounted equipment should be screened and painted to match their background building or roof color.
- ❖ Any dishes, antennas or equipment located on the ground shall be screened from public view by fences, walls, landscaping or a combination of these as required by the Town Architect.
- ❖ Dishes may not be used for signage or advertising purposes.

Fences

- ❖ All fencing is subject to the review and approval of the Town Architect. Typical typology of fences to be utilized are:



- ❖ Temporary fencing required for security purposes during construction is permitted subject to the review and approval by the Town Architect of the specific location and design.
- ❖ Fencing typically required above retaining walls that provide topographic relief is permitted. Electrical, mechanical or other equipment within the property may be secured by fences, walls, landscaping or other barriers as approved by the Town Architect.
- ❖ Permanent perimeter or continuous property line fences or walls are generally not permitted, except by approval of the Town Architect. However, depending upon special security requirements for the tenant, areas within the property may be secured by fencing or walls. The specific location and design of these barriers also must be reviewed and approved by the Town Architect, and may require a fence permit from the City.
- ❖ The future phases of development of the Urban Core are specifically permitted to be fenced with plastic finished or painted chain link fence, and

signage noting that the Urban Core or other future development is coming may be prominently displayed on such fencing, including graphics of the proposed development.

Flag Poles

- ❖ Residential buildings – only one flag is permitted per building, to extend over the entrance. Flags, other than those of a country, state or jurisdiction, which contain messages are considered signs, and are not permitted under the signage regulations. Flagpoles projecting from buildings should not exceed 6' in height, and should not project within 3 feet of the property line.
- ❖ Urban Core and Commercial - The flagpole height and flag size should be in proportion to the building height and size. The color of the pole should relate to the color of the building or trim. As in all other lighting, the Town Architect's concern is to minimize any negative impact upon traffic and adjacent uses, particularly residential. No more than one flag may be flown on any pole. Only one corporate identity flag may be used on any building or flag array.

Temporary Facilities

- ❖ Construction offices, storage sheds and yards, trailers and temporary rest rooms are permitted during construction only. Temporary facilities shall be placed as inconspicuously as possible and may require landscaping and/or fences.
- ❖ All temporary facilities must be maintained in a neat and orderly manner and must be removed promptly and cleaned of all debris when no longer required.

Landscape Design

A professionally prepared Landscape Plan shall be submitted to the Town Architect for review and approval. This plan should be developed as an integrated component of the conceptual site plan and schematic architectural design phase.

1. The landscape design should:
 - ❖ Reinforce architectural design objectives.
 - ❖ Screen views of parking areas, walls, service areas, mechanical equipment, etc. from public view.
 - ❖ Provide color, texture and visual interest.
 - ❖ Integrate the existing topography and vegetation into the overall design.

- ❖ Preserve views and provide privacy.
 - ❖ A diversity of species is encouraged to prevent issues associated with monoculture.
 - ❖ Invasive exotic plant species as identified by Maryland or the USDA should be avoided.
 - ❖ Native plant species should be planted in environmentally sensitive areas (e.g., stream valley buffers, infiltration areas, wetlands)
2. All plant material shall comply with sizing and grading standards of the latest edition of American Standard for Nursery Stock. Plant names shall comply with "Standardized Plant Names" as adopted by the latest edition of the American Joint Committee of Horticultural Nomenclature.
 3. All landscaping shall be installed in accordance with the approved plan and shall be guaranteed by the owner/applicant for a period of no less than one year.
 4. At the time of installation, deciduous canopy or shade trees shall be a minimum of 3 to 3-1/2 inches in caliper. Deciduous ornamental trees shall be a minimum of 2 to 2-1/2 inches in caliper.
 5. Evergreen trees shall be a minimum of 8 to 10 feet in height. In certain key areas such as infill parcels, special corners or intersections, and for overall design consideration, the Board may require larger plant sizes than the minimum standards. Tree pits for street tree plantings along Town Center Boulevard shall be a minimum of 4'x 6'. Tree plantings along other street shall be within the planting strips adjoining the curbs, as typically approved by the City of Gaithersburg.
 6. At important locations such as corners, intersections or as screening for parking structures, larger trees are desirable.
 7. Trees and Shrubs used for screening purposes shall be predominantly evergreen.
 8. Street trees and ornamental trees shall be planted per the approved Landscape Plan. Ornamental and evergreen trees shall be used at gateways and at property edges as approved by the Final Landscape, Lighting, and Signage Plan. Tree species shall be tolerant of urban pollution and free of disease.
 9. Existing landscaping shall be maintained in a healthy condition at all times and must reflect the final landscape plan as approved by the Board. Shrubs and trees may be pruned to maintain an attractive appearance but may not be removed without the approval of the Board. Any dead, diseased or overgrown material that is removed shall be replaced with material of comparable size and quality unless specifically exempted by the Board.

Lighting

1. Lighting shall be compatible with the architecture regarding design, materials and color.
2. All lighting fixtures shall be designed and located so as to avoid glare and excessive brightness. High-pressure sodium (yellow-orange) lighting is not permitted.
3. Site lighting should be designed only to levels required for public safety. Lower level roadway and pedestrian fixtures should be used to illuminate key areas such as vehicular entrances, building entrances and site circulation such as streets and walkways. Side walks, exterior areas, public spaces, alleys, and roads shall be illuminated to ensure safety and improve visibility. Poles and luminaries shall be in scale/proportion and provide the foot-candles appropriate to their intended location and use as approved by the Final Landscape, Lighting, and Signage Plan. Light fixture style and design shall be coordinated to ensure compatibility with street furnishings and the overall design theme of the community.
4. The Urban Core Town Center Boulevard is recommended to utilize traditional acorn lightning. Watkins Mill Road Extended is recommended for shielded 'cobra' type heads of an architectural nature, subject to SHA and County's approval. Shielded lightning fixtures are recommended for the residential areas and parking decks.
5. Lighting in alleys will have fixtures with photocells unless otherwise noted on the Final Site Plan.
6. Intensified or special lighting will be considered by the Town Architect for situations requiring a dramatic effect, highlight, or other unique application. Any building to be washed or highlighted with lighting must receive specific approval from the Town Architect.
7. The use of wall sconces, lanterns or other lighting to delineate building entrance is encouraged.
8. Generally, wall packs are not permitted due to their glare and intensity. However, certain wall packs may be approved depending upon their location, type, size, wattage, and mounting height on the building. Such walls packs should be a "cut-off" type that direct light downward and should not direct glare or high intensity light onto adjacent streets or buildings.
9. For all lighting the Town Architect reserves the right to require the applicant, owner, tenant or other responsible party to reduce the intensity of lighting after installation if the Town Architect feels the light is too bright or creates excessive glare.

Loading and Trash

1. Service areas, loading facilities, and trash dumpster areas shall be designed to blend harmoniously with the overall building design, materials, and colors. If these areas or facilities are not located within or adjoining the building, they must be screened from public view by walls, fences, plant material or

other appropriate means. Appropriate facilities should include the required recycling container(s).

2. Individual trash dumpsters or trash areas must be screened or hidden by walls, fences, plant material or other appropriate means. Trash dumpster enclosures shall be constructed of a substantial material such as wood or masonry and include secure, self-closing gates. Chain link fence enclosures either with or without "slats" or inserts are prohibited.
3. To the extent practical, storm drain inlets should not be adjacent to trash and recycling area.

DESIGN REVIEW PROCESS

Town Architect Review

The Watkins Mill Town Architect ("Town Architect") has the authority and responsibility to review and approve the design of all development on property within the Watkins Mill District that has been subjected to the Covenants.

The Town Architect considers any and all exterior elements of a project's design: site plan; landscaping; architecture including mass, style, bulk, size, colors and materials; signage; lighting; fencing; communications equipment; security equipment; quality of workmanship and materials; harmony of external design, construction and all other factors that, in the opinion of the Town Architect, affect the appearance or suitability of the project.

Specifically, any clearing, grading, excavation, construction, addition, exterior alternation or improvement to any site, structure or building must be reviewed and approved by the Town Architect prior to construction or installation. No such work may occur until and unless written approval has been obtained from the Town Architect. Permits may also be required from the City of Gaithersburg, depending on the nature of the work to be performed.

Approval by the Town Architect does not relieve the Applicant of the responsibility of obtaining all other necessary approvals and permits required by applicable building codes, zoning regulations and other agencies having jurisdiction over the project.

Project Submission Requirements

Plans, specifications and other information as requested shall be submitted to the Town Architect by the Applicant for review and approval. Submission requirements generally include:

- 1) Concept plans;
- 2) Design development drawings;
- 3) Final construction documents;
- 4) Color and material samples;
- 5) Renderings, models, sample panels and specific product information as requested.

The Project Submission checklist on the following page specifies the documents and information required to be submitted to the Town Architect for review. This list is suitable for a variety of projects, but primarily applies to major projects such as new construction, additions and renovations.

For less complicated projects such as signage, lighting, satellite dishes, etc., an abbreviated list of submission requirements may be more appropriate, depending upon the nature and complexity of what is being reviewed. These requirements may be set by the Town Architect as necessary.

Town Architect Fee - The Applicant shall be responsible for the payment of the Town Architect's reasonable review fees, charged on an hourly basis. If review fees are projected to exceed \$500.00, the Architect will so inform the Applicant of the approximate fee.

Applications for submitting projects to the Town Architect can be obtained from:

Davis•Carter•Scott
1000 International Drive, Suite 500
Tyson's Corner, VA
703-556-9275
Attn: Watkins Mill Town Architect
Or
BP Realty Investments
10000 Falls Road, Suite 100
Potomac, MD 20854
301-299-2099
Attn: Watkins Mill Coordinator

Preliminary Review - Project Application Form

One set of preliminary drawings providing the following information:

- ❖ Project boundary and topographic survey (minimum scale of 1"=50' and contour interval of no less than two feet) to show all existing roads, structures, tree masses and specimen trees, (deciduous trees over 18" in diameter, evergreen trees over 20 feet in height and flowering trees over 4" in diameter), right-of-ways, easements and other significant site features. All structures and significant features adjacent to the proposed development are to be shown.
- ❖ Preliminary site plan (minimum scale 1"=50' and contour interval of no less than two feet) showing all proposed buildings, streets, parking, service areas, sidewalks, walls, fencing, utilities, other site improvements, preliminary grading and drainage. Preliminary architectural drawings (minimum scale 1/8"=1') showing all exterior building elevations, building height, mass, materials, visible roof projections and visible mechanical equipment.
- ❖ Description of all exterior colors and materials.
- ❖ Conceptual landscape plan, including location, type and size of plant materials.

- ❖ Conceptual exterior lighting plan and fixture selection.
- ❖ Description of all exterior signage, graphics, art and street furniture.
- ❖ Any other materials requested by the Town Architect as necessary to explain the intent and character of the project.
- ❖ LEED checklist

Final Review Updated Project Application Form if required.

- ❖ Cover letter noting any deviations from the preliminary design.
- ❖ One set of final drawings providing the following information:
- ❖ Final site plan showing all proposed buildings, streets, parking, service areas, sidewalks, walls, fencing, utilities, other site improvements, finished grading and drainage structures.
- ❖ Site plan locating all temporary construction facilities including construction ingress and egress.
- ❖ Final architectural drawings showing all exterior building elevations indicating building height, mass, materials, fenestration and details, visible roof projections and visible mechanical equipment.
- ❖ Color boards and material samples of exterior surfaces.
- ❖ Final landscape plan, including location, type and size of plant material.
- ❖ Final exterior lighting plan and fixture selection.
- ❖ Drawings illustrating all exterior signage, graphics, art and street furniture.
- ❖ Drawings showing exterior communications equipment, satellite dishes, security cameras, walls, fencing, etc.
- ❖ LEEDs Checklist (updated)
- ❖ Any other materials requested by the Town Architect as necessary to explain the intent and character of the project.

Administrative Review:

- ❖ An Administrative review is utilized for the Town Architect's review of paint colors, the location of a Satellite dish, modification to a resident's deck, or other similar issue of a non-complex, administrative nature.
- ❖ The applicant for such an Administrative Review shall submit the following:
 - Application sheet,
 - Photographs of the area to be reviewed,
 - Fee of \$200.00;
 - If a color change, description of all exterior colors and materials.

- If a landscaping change, Conceptual landscape plan, including location, type and size of plant materials.
 - If a lightning change, conceptual exterior lighting plan and fixture selection.
- ❖ The Town Architect will review the attached information and either (1) make a determination of the suitability of the requested modification, and approve or disapprove it, or (2) determine that the issue is not Administrative in nature, in which case the Applicant shall file under the usual upon preliminary and final review process described above, with the fee applied towards the Preliminary Review Fee.

**Watkins Mill District
Gaithersburg, Maryland**

APPLICATION FOR REVIEW BY TOWN ARCHITECT

Project Name: _____

Project Number: _____ Date Rec'd: _____

Section/Block: _____

Action: _____ Date: _____

Application Check Received: Ck # _____ Amount: _____

Administrative Review? _____

Property Name &
Address: _____

Property Owner _____ Phone: _____

Owner's Mailing Address: _____

Email Address: _____

Representative: _____ Phone (____) _____

Representative's Mailing Address _____

Email Address: _____

Type of Application

_____ New Construction	_____ Temporary Signage
_____ Satellite Dish/Antenna	_____ Permanent Signage
_____ Material/color approval	_____ Other

Brief Project Description: _____

I hereby certify that the above-named representative has the authority vested by the owner to commit to design changes, and otherwise represent the property owner before the Town Architect. In addition the information provided on this application is accurate to the best of my knowledge. Permission is granted to members of the Town Architect's firm or its representatives to enter the subject property as necessary to make a determination on the application.

Owner's Signature

Date

Watkins Mill District

Commercial Design Guidelines

The purpose of these Commercial Design Guidelines is to develop a set of standards to ensure a well-planned community. The buildings developed within a community will have compatibility of exterior materials and an orderly massing. This will be accomplished by material, texture, massing, and/or profile changes. Whenever these Guidelines refer to a specific plan (*e.g.*, the Final Site Plan, Landscape, Lighting, and Signage Plan), it is intended that said reference includes such plan as the same may be amended from time to time in accordance with applicable City requirements. These Commercial Design Guidelines, and not the Residential Design Guidelines govern the residential units within the Urban Core.

There are three building types to be addressed by these Guidelines: (1) the higher density buildings of the Urban Core and the hotel along Watkins Mill Road, (2) the freestanding parking garage that services the Urban Core, and (3) the freestanding pad buildings at the entrance to the Urban Core at Town Center Boulevard.

Urban Core Buildings and Hotel

The architecture of **Watkins Mill Town Center's Urban Core** and the visual synergy between the individual buildings and the streets and other public spaces will be a critical element in achieving the sense of place. The following guidelines are meant to define those elements of the buildings that are most important while providing sufficient flexibility to create a dynamic urban environment that balances consistent urban design with architectural diversity. In no manner are these guidelines to be construed as dictating a particular architectural style or approach.

A. Buildings –

1. All buildings will feature four sided architecture;
2. Fronts of buildings should be sited close to and face the primary street edge.
3. Buildings shall have a defined base, middle, and top.
4. The design vocabulary used for the individual buildings should reflect the principal use of the structure whether it is retail, residential, office or public, as described in greater detail in later portions of these design guidelines.

5. Retail only buildings, such as the Cinema, should be made readily identifiable as such through the use of signs, awnings, building massing, window displays and other techniques.
6. In the case of non-retail buildings with retail uses on the ground floor, the mercantile character of the use should be clearly evident through the use of signage, awnings, blade signs, marquees, display windows or other mechanisms. Entries into retail spaces should be from the street wherever possible and buildings should be predominantly oriented to pedestrian spaces.
7. Non-retail buildings without ground floor retail uses shall present an interesting façade to the street and shall reflect a pedestrian scale. Methods for achieving this include the use of false display windows, articulation of the façade through changes in materials or architectural detailing at the first floor level.
8. The overall color of the buildings should be light in character although darker materials or colors may be used for accents and to call attention to specific architectural features.
9. Long expanses of wall unrelieved by fenestration or architectural articulation are to be avoided.
10. Building entries should be clearly delineated and readily visible.
11. Articulation of building tops while not required is encouraged in order to create a more interesting skyline to the overall development and to individual buildings. This may be accomplished in a number of different ways including manipulation of the parapet, introduction of tower elements at entrances and/or strategic corners and use of elevation articulation in the upper building floors.
12. There shall be no required front, side or rear setbacks.
13. The public facades should be carefully articulated to provide pedestrian scaled architecture, and should be of quality materials such as brick, metal, stone, glass and precast. Lighter weight materials such as dryvitt are permitted only above fifteen (15) feet on commercial buildings and buildings in the Urban Core.

B. *Other –*

1. It is the intent of the planning at Watkins Mill Urban Core to provide a pedestrian friendly environment. To that end individual building developers are encouraged to use a combination of awnings and canopies, where appropriate, to provide a convenient and protected pedestrian passage along the retail frontages.
2. Mechanical equipment, whether located on the top of buildings in the case of commercial and some residential structures or ground mounted should be screened from view in an attractive yet unobtrusive manner.
3. Exposed foundations shall be clad in brick, precast or stone finish to blend with the accompanying structure.

4. Landscaping elements shall be incorporated into the roof of the urban core hotel and condominium buildings.
5. Retaining walls facing a public street shall be wood, stone, brick, keystone, or concrete/masonry faced with brick or stone, Retaining walls not visible from nearby streets, alleys, or sidewalks may be the above materials or concrete.
6. Highly reflective or emissive roofing materials are permitted in the Urban Core where such roofing is not visible from nearby buildings.

Parking Garages

Structured parking shall be designed to include architectural features and details to minimize the appearance of bulk.

1. Exterior finish materials of structured parking shall be compatible with the building material and color of the adjacent Urban Core building (e.g. precast concrete, brick, stone finishes). Particular attention shall be given to finishes in highly visible areas.
2. Primary faces of parking garage structures (those facing major streets) shall have horizontal floors instead of ramps or slopes.
3. Primary access to parking structures shall be from external streets.
4. Lighting for both the exterior and interior (if visible from the outside) shall be designed and located to avoid glare and excessive brightness. High-pressure sodium vapor (yellow-orange) lighting is prohibited.
5. Light fixtures on the top of a parking structure shall be a "cut-off" type to reduce glare, with a recommended height of no more than 20 feet above the deck surface.

Freestanding Outparcels -

The Project has several freestanding out parcels that are designed to provide necessary banking and gasoline services to the workers and residents of the project. These out parcels shall be constructed under the following Design Guidelines:

1. All buildings will feature four sided architecture;
2. Special attention shall be given to the corner parcel at the entry to the project in terms of materials and finish;
3. Rears of the buildings should be pressed toward Watkins Mill Road as it rises to cross the CSX tracks to minimize the overall building impact and to act as a buffer of the surface parking lots, as shown on the Site Plan.

4. Fronts of buildings should be entered from the adjoining parking lots.
5. Buildings shall have a defined base made up of stone, precast or brick. Building roofs shall be standing seam metal or artificial slate (Black) roof or flat roof with articulation.
6. The balance of the building may be made up of glass, brick, precast, dryvitt (smooth finished), or stone, but should include fenestration or architectural articulation.
7. Buildings should be made readily identifiable through the use of signs and awnings.
8. Drive thru facilities are permitted for the banks, as are pumping, convenience and car wash facilities for the service station, as generally reflected in the SDP.
9. Building signs shall be permitted on the northern façade, the southern façade, and one other façade. Signs shall comply with the Design Guidelines.
10. There shall be no required front, side or rear setbacks.
11. Mechanical equipment should be screened from view in an attractive yet unobtrusive manner.
12. Exposed foundations shall be clad in brick, precast or stone finish to blend with the accompanying structure.
13. Retaining walls facing a public street shall be wood, brick, keystone or stone, or concrete/masonry faced with brick or stone. Retaining walls not visible from nearby streets, alleys, or sidewalks may be of any of the above or concrete.
14. Generally, service areas, dumpsters (including recycling containers), electrical, mechanical and similar equipment should be located away from public view and screened/buffered by a combination of the following: berms, depressions, walls, fences and/or landscaping and/or integration with the architecture of the major buildings(s).
15. Surface parking lots must be screened by natural vegetation, new landscape material, walls, and/or landscaping. Evergreen shrubs (maximum 30" height) shall be used to screen bumpers, wheels and paving while allowing for surveillance.
16. Surface Parking lots should contain planted islands to break up the mass of paving, with islands large enough to contain deciduous trees unless impacted by utility easements. City Code calls for a 9 foot width for such parking islands.
17. Light fixtures shall be selected and located so as to avoid glare and high intensity. High-pressure sodium vapor (yellow-orange) lighting is prohibited.

Variances from Design Regulations

Variances from these guidelines that are not approved by the Town Architect may nevertheless be granted by a majority vote of the Homeowners Association Architectural Control Committee. All variance requests must comply with the City of Gaithersburg Code. No variances will be allowed for side yard requirements.

Miscellaneous

These Design Guidelines may be modified by the Applicant(s) from time to time, subject to the reasonable review and approval or denial of the City Manager within thirty (30) days of the submittal to the City Manager. Requested modifications denied by the City Manager may be considered by the Mayor and Council at the request of the Applicants.

Watkins Mill District

Residential Design Guidelines

The purpose of these Residential Design Guidelines is to develop a set of standards to ensure a well-planned community. The buildings developed within a community will have compatibility of exterior materials and an orderly massing. This will be accomplished by material, texture, massing, and/or profile changes. Whenever these Guidelines refer to a specific plan (e.g., the Final Site Plan, Landscape, Lighting, and Signage Plan), it is intended that said reference includes such plan as the same may be amended from time to time in accordance with applicable City requirements. *The residential units within the Urban Core are not governed by these Design Guidelines, but will be addressed in the Commercial Design Guidelines.*

A. Building Siting and Setbacks

- 1) Fronts of buildings should be sited close to and face the primary street edge.
- 2) There shall be no required front or rear setbacks except as stated in these guidelines. All dimensions for front and rear building sitings are as shown on the Schematic Development Plan and finalized at the time of final site plan approval, and shall not apply to bay windows, vestibules, oriels, entrances, balconies, steps, terraces, and covered or uncovered porches or decks.
- 3) For homes facing onto a street, the primary entrance should be clearly visible from the street. For homes fronting a park or preserve area, such homes should be organized so that the primary entrance faces such park and is served by a walkway.
- 4) So called “Key Lots” with particularly high visibility shall be designated by the Town Architect and receive special treatment, such as a wrap around porch.
- 5) A range for a front build-to line from the street edge (or the right-of-way) should be determined depending on the type of amenities, easements, and activities anticipated along the street at the time of the SDP.
- 6) Minimum building side yard setbacks should be provided as follows:
 - a) Single family detached – 3-foot side yard setback for foundation wall; no portion of the structure shall be closer than 3 feet from the property line
 - b) Single Family attached, townhouses, 2-over-2 units – Interior Walls, zero setback, Exterior walls, 3 feet from the adjoining property line.

- c) Transformers, CATV, and Telephone Distribution, etc. to be located in alleyways and rear yards where reasonably possible. HVAC equipment shall be located in rear yards or side yards. If located in side yards, HVAC equipment shall be screened by the use of landscaping, walls, or other means.
- 7) Permitted encroachments into the minimum setbacks identified above include the following:
 - i) Walls or Fences - The building line, yard requirements and setbacks shall not apply to retaining walls or other walls or fences, but access of 5' shall be maintained between such wall and the front or back façade of the unit.
 - ii) Cornices, Eaves, Outside Stairways, Chimneys, Air Conditioners, and Heat Pumps
 - a. Cornices and eaves shall be not less than 3 feet from the vertical plane of any side lot line. Where a wall is located on a lot line, such projections may extend across the lot line.
 - b. Sills, leaders, belt courses, and similar ornamental features may project not more than 12 inches over any court, except for units where a 3-foot side yard is provided. Where a wall is located on a lot line, such projections may extend across the lot line so long as access of not less than 3 feet is maintained through the use of an adjoining public or private access.

B. Exterior Walls

- 1. The public facades should be carefully articulated to provide pedestrian scaled architecture, and should be of quality materials such as brick, stone, glass, mullions (metal or wood), precast and wood.
- 2. Single Family Detached and Attached:
 - a. Sixty percent (60%) of all single family attached and detached units will have full brick (brick veneer), precast concrete or stone (cultured stone) finishes. Inclusion of a water table of stone with brick above (or brick with stone above) is encouraged on fronts and sides with high visibility.
 - b. The remainder of the units shall be feature:
 - i. Wood facades with 4 sided wood treatment; or
 - ii. Brick or stone facades, with walls that face onto a public street or sides or rears that are highly visible being similarly finished. Inclusion of a stone water table with brick above (or brick with stone above) is encouraged. The Town Architect shall determine which walls require such treatment upon submission of the final site plan for his/her review.

- iii. Other exterior walls may be of brick (brick veneer) material, wood siding, masonry siding, stone (cultured stone), cement material, or combinations thereof, at the builder's discretion and as approved in writing by the Town Architect as set forth herein:
- 3. 2-over-2 units - All of the 2-over-2 units will feature full brick (brick veneer) or stone (cultured stone) front facades with a stone or precast concrete ground level. Brick will be utilized on the sides of the 2-over-2's, with the alternative material (stone or brick) water table included on the sides.
- 4. Except for units identified by the Town Architect as "key lots" or high visibility units, there will be a minimum of two sidewall features (e.g., window, bay window). For units identified by the Town Architect as high visibility units, the exposed sidewall will have a minimum of four sidewall features. Windows will receive finish molding and shutters as determined by the Town Architect.
- 5. Exposed foundation walls will be of brick, stone, or concrete pressed with a pattern, other than in the Midtown area, where exposed foundation shall be finished in brick or stone.
- 6. Piers and columns must be of pre-cast concrete, brick, or simulated wood. All columns and piers made of simulated wood must be painted to match the trim of the main building. The appearance of one whole column may be achieved through the use of multiple columns. A minimum width of between 6" and 48" inches must be maintained for all piers and columns consistent with the column height and visual load such columns are carrying, the final dimension to be approved by the Town Architect.
- 7. Arches when used will have a distinctive thickness (on both the inside and outside surfaces) and width. All keystones will have sides radial to the arch.
- 8. Vertical corner boards for siding elevations or on homes with brick or masonry veneer on the front elevation are to be distinctive in each direction.
- 9. There will be a variety of different colors used on all of the buildings on a single-family attached lot, all to be approved by the Town Architect. No more than two dwelling units of the same elevation with the same color are allowed on any building string. No two adjacent single-family detached units shall have the same front elevation or color scheme, nor units facing each other across the street.
- 10. There shall be a minimum of two (2) dimensional items for single-family detached dwellings if the front facade consists of only siding (e.g., porch, gable, dormers), as approved by the Town Architect.
- 11. All units which have direct, unimpeded line of sound to either I-270, the CSX rail lines, or Watkins Mill Road shall incorporate the building sound insulation measures recommended for that lot by the Noise Study at Final Site Plan.

C. Brick

1. The brick may be coursed in common bond, Flemish Bond, herringbone, basket weave, or other decorative bond, or horizontal running bond. Bonding variations are permitted.
2. In situations of end-unit single-family attached dwellings with less than 4 sides of brick, or with a stone front facade only, the brick (or stone) must run in the side facade unless terminated by a porch or other similar condition.
3. A variety of traditional brick colors are encouraged and painted brick is permitted. Molded brick is preferred to wire cut brick. Samples must be submitted to the Town Architect for approval.

D. Siding

1. "Hardy plank" german siding or its equivalent is the preferred siding material where Brick, Stone and wood are not required. Beaded siding products may be permitted with the Approval of the Town Architect, to potentially include Southern Beaded or Restoration Classic 45, Alcoa Beaded, Certainteed Beaded or Monogram, Wolverine Technologies Co., or equivalent. There will be no aluminum or vinyl products.
2. Siding joints will be caulked, painted, or per manufacturers installation instructions.
3. Siding will be arranged to the weather.
4. Siding may be lapped or Dutch-lapped. Exterior shingles are encouraged where appropriate.
5. There will be a nominal size trim used with siding.

E. Windows

1. All exterior elevations are required to have windows.
2. The windows must be single, double, triple-hung, or casement windows.
3. Real, snap-in dividers, or grills between glass are permissible.
4. The proportion of the windows will be 1:2, or 2:3 if the window is square or rectangular in configuration and vertical in orientation. There may be circular, half-round, irregular, or elliptical accent windows. Paired quarter-round windows may be used in pairs flanking another architectural feature.
5. Window lites are to be square or vertical in proportion and will be in any one of the following proportions: 9 over 1, 6 over 1, 4 over 1, 3 over 1, 2 over 1, 2 over 2, 6 over 6, 4 over 6, or 9 over 9.

6. Windows will be of wood, vinyl-clad wood, metal, vinyl, or extruded aluminum.
7. Windows generally should not be closer than two feet to the corners of the building.
8. Where detached homes are within 20 feet of each other, side yard windows should be positioned so as to not look directly into a window of the adjoining home.
9. A minimum 4-inch wide size trim is required on all walls constructed of siding surrounding all building openings.
10. Skylights are to be located only on the backside of the roof ridge or on nearly flat roofs.
11. Gabled ends are permitted to have accent windows.
12. Openings, windows, and window sashes will be rectangular with a vertical or square proportion.
13. Window wells may require landscape screening, depending upon the field conditions.
14. The Town Architect shall have the authority and responsibility to approve all window styles, which will be in compliance with the requirements of the Noise Study for the window location.

F. Shutters

1. Shutters are encouraged and should be provided for front and side windows.
2. Shutters shall be wood or vinyl.
3. Shutters should appear operable and should appear to be of sufficient size to cover the opening if both sides are closed.
4. Placement of shutters, materials and colors are subject to the approval of the Town Architect.

G. Doors

1. Doors must be made of fiberglass with a wood print veneer, steel, or wood, and must be painted or stained. All doors will have glass, raised panels, or both. Stain and paint colors must be approved by the Town Architect.
2. Storm doors (if required by the Town Architect), windows, and screens will be aluminum or painted wood. Storm doors and screen doors are to be free of decorative trim, in full view, and be finished to match either the main door or the trim around them.

3. Garage doors must be made of wood, embossed hardwood, steel, fiberglass, or wood veneer. Fenestration is permitted.
4. Garage doors will be recessed from the outermost edge of the garage wall.
5. Two-car garages with paired garage doors are permitted; however, single garage doors are also permitted. If paired garage doors are used, they shall be separated by a post a minimum of 1 foot, 0 inches wide.
6. The Town Architect shall have the authority and responsibility to approve all door styles, which will be in compliance with the requirements of the Noise Study for the door's location.

H. Roofs

1. There are two residential roof types – facades with flat roofs and facades with peaked roofs. Flat roofs shall be utilized for (a) 2-over-2 units in and near Midtown, and (b) townhomes in the Midtown area or facing the 2-over-2 units so as to convey an increasingly urban sense as you near the Urban Core. Peaked roofs shall be utilized on all single-family detached units and elsewhere in the project. Notwithstanding the above, the Town Architect may elect to permit (i) up to twenty percent (20%) of flat roof buildings to be converted to peaked roof units, and (ii) up to 20% of the peaked roof townhomes to be converted to flat roofs, if he/she determines that such variety will improve the design of the Midtown and surrounding project.
2. Roofing materials should be non-reflective, and muted colors approved by the Town Architect.
 - a. Roof construction materials for single family detached must be artificial or real slate (black or dark gray) or non-reflective standing seam metal (green, brown, or black in color). However, copper standing seam roof shall not be permitted except as an architectural accent as approved by the Town Architect. Architectural snow 'guards' installed on the front.
 - b. Roof construction materials for other homes must be artificial or real slate (black or dark gray) or architectural shingles or non-reflective standing seam metal (green, brown, or black in color). However, copper standing seam roof shall not be permitted except as an architectural accent as approved by the Town Architect.
3. There must be symmetrical and simple roof configurations for the units with peaked roofs. There will be a range of 6:12 to 14:12 pitch for all peaked roof units. They will be in a gable, gambrel, mansard, or hip arrangement.
4. An architectural cornice or similar roof treatment at a minimum of 2 feet, 0 inches in height must accompany any flat roof over an entry portico

and porch. A parapet will be used to edge any flat roof when used as an exterior deck and accessed from the interior of the building.

5. When used as a secondary roof set against the wall of the main building, shed roofs (roofs which pitch in one direction) are permissible, as long as the pitch falls within the range of 4:12 to 12:12.
6. Brackets, spandrels, finials, and other ornamentation are permitted, subject to the Town Architect's approval.

I. Gutters

1. Gutters will be constructed of aluminum, galvanized metal, steel, or copper.
2. Copper gutters are permitted to retain their copper color. Or weathered patina. Other materials must be pre-baked or power coated finished, color to be approved by the Town Architect.

J. Fencing and Gates

1. *General* - Fences may be metal or wood.
 - ❖ Any side yards along side streets and/or public walkways will have the same fencing as front yards, shall have no more than 42 inches in height and shall have open construction.
 - ❖ Terminal posts (comers, openings, ends, etc.) will be thicker than typical posts.
 - ❖ A stepped or sloped fencing pattern may be used on small slopes. Equal increments are to be used along a consistent slope. Whenever possible, fences shall be stepped in at least two-section increments. On large slopes only a sloped frame will be used to run along the slope.
 - ❖ All fencing must be placed inside the property line.
 - ❖ Fences must not be built to preclude access to or across designated pedestrian easements between single-family attached units.
2. *Metal Fences* – Metal Fences may be placed on top of a low stone or brick wall in the locations shown on the SDP, generally in front of units. The entire fence structure is not to exceed 42 inches, unless noted on SDP or subsequent final site plan. Picket spacing may be no more than 4 inches apart. Any field welding will be ground smooth and clean before painting. Metal Fences should be painted a low luster black.
3. *Wood Fences* – Wood picket fences may be utilized in front yards in the same height and locations as the approved metal fences for variety and shall have open construction, as approved by the Town Architect. Such

front wood fences shall be painted low luster white. All fencing must have finished fence post tops or caps.

4. *Gates* - Gate heights, colors and treatment should be consistent with fence height as regulated above. Picket spacing may be no more than 4 inches apart. All gates will be of designs and materials to match adjoining fences. Gate hardware should be rust resistant and have a metal finish that is bronze, brass, or black. Gates are to swing into the property as opposed to into the sidewalk.
5. *Rear Fences* – Rear yard fences are only permitted for homes adjoining the City Park, the Devlin property and McGowan Property. Such fence shall be wood, be a maximum of 8 feet, and shall be stained natural, and shall not contain gates or entrances.
6. *Screening Fences* – Wood fences of an appropriate size and height may be utilized to shield the vista into an alley, screen utility or similar public utility facilities, or similar reasons as approved by the Town Architect.
7. Chain-link fencing (except where required by law or for temporary security), and paneled materials are not permitted.
8. *Green Option* – Wood fences, rear fences and screening fences not visible from the public street may be supplanted with fence materials made from recycled 'plastic' lumber with the approval of the Town Architect, so long as the material is painted and maintained.

K. Walls

Retaining walls shall be wood, brick or stone or Masonry faced with brick or stone at all front yards and side yards facing a street, sidewalk, or alley. Retaining walls not facing public streets may be of brick, stone, keystone, concrete, or wood.

L. Decks, Porches, and Terraces

1. Balconies projecting from a second, third or forth story are permitted on any facade.
2. Decks and porches projecting from the first story must comply with setbacks as stated in "Building Siting and Setbacks."
3. Underside of decks shall be screened with painted wood lattice (or recycled 'plastic wood' alternative approved by the Town Architect) if less than 6 feet, 0 inches above grade.
4. Decks shall be made of pressure-treated wood. Composite wood ("Trex" or equal) may be used for walking surfaces.
5. The coloring of rails and caps of decks are to be white.

6. Decks should be of a scale and style that is complimentary to the home.
7. Decks on any single-family attached dwelling may have privacy screens not greater than 6 feet in height above the deck surface, and they will be designed as an integral part of the deck.
8. If wood, porches are to be painted or PVC.
9. Porch roofs may be steel standing seam. Roofs should be hipped with a pitch between 4:12 and 6:12.
10. Single-family detached dwellings on highly visible lots as shown on the SDP with porch option shall provide wrap-around porches, where possible.
11. Two-story porches are permitted.
12. Terraces of single-family attached dwellings may be of concrete, brick, slate, or flagstone. Terraces adjoining a street may have a low wall constructed of precast concrete, brick, or evergreen plantings.
13. Terraces of single-family attached dwellings are only permitted in the rear.
14. Terraces are not permitted to block drainage swales.

M. Community Street and Site Furniture

1. Street furnishings shall be of wood, recycled materials, or metal with powder coating paint. Street furniture shall be placed at strategic locations such as bus stops, public plazas or greens, tot lots, recreation areas, and high pedestrian traffic areas as shown on the approved SDP Plan.
2. Public spaces shall be planted to provide for seasonal interest, to create spaces resulting in an aesthetically pleasing environment.

N. Front Yard Lead Walks

1. Lead walks will be built flush with the ground with a maximum grade of 8 percent (or 5% if such entrance is the sole means of egress).
2. Lead walks will match the material of the front steps or stoop of the main building or the adjacent sidewalk, and are to be made of brick, flagstone, stone, slate, or concrete. Lead walks in the Midtown area shall be of brick. Asphalt lead walks are not permitted.
3. Lead walks and lead walks with steps will have a 4-foot minimum width.
4. There will be a maximum slope of 3:1 between sidewalk and front yard. A retaining wall no more than 4 feet high may be constructed, such retaining walls to be finished in materials of wood, brick or stone.

5. A maximum of two sets of steps will be used to accommodate the change of grade in the front yard. The steps will be at the foot of the sidewalk and at the front of the house, and both sets will have constant tread width. The use of single steps or multiple groupings of one or two steps are not permitted.
6. Handrails for steps should match the railings of the front porch or stoop.
7. All exterior stairs leading from sidewalk to building must be made of brick or stone in the Midtown area, and brick, stone, or concrete in the other residential areas.

O. Driveways and Parking

1. Driveways will be constructed of either concrete or asphalt in accordance with cross- sections on the approved Final Site Plan.
2. Driveway and parking shall be a maximum grade of 8 percent.
3. Tandem spaces serving end units will be softened from the streets through landscaping and/or fencing between drives. This may be done through any combination of walls, fences, or hedge plantings so long as the softening is a minimum height of 36 inches. Any landscape materials used for screening will be predominantly evergreen.
4. There shall be a minimum grade of 5 percent from the front building face to the top of the street transition.

P. Residential Lighting

1. Lanterns and/or porch lights that are consistent with the architecture of the building shall be used.
2. All lighting must be of white color (e.g. incandescent, fluorescent, halogen, quartz, or metal halide).
3. Security lighting is permitted in rear yards. Lamps should be configured to minimize glare or spillover of light into neighboring properties.

Q. Accessory Structures

1. Detached garages (if any) shall be located in accordance with the SDP Building Lot Plan.
2. Accessory structures are permitted in the homes north of the CCT alignment (The Estates at Watkins Mill), but may not exceed 50 square feet or 10 feet in height. All accessory structures must be located in the

rear yards and must be located between the rear of the house and the garage and must not be visible from any public right-of-way.

R. Mail Boxes

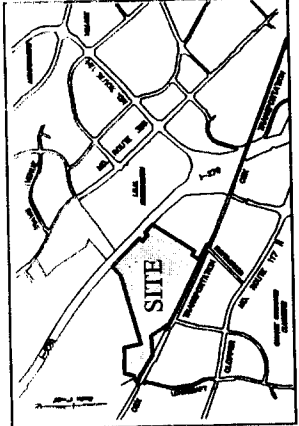
All units shall be of metal, painted black if mounted on a metal railing, white if mounted on a white picket fence. in a location and of a design specified by the Town Architect. Mailboxes are contemplated to be affixed to the metal railings leading to the front doors of the townhouse and 2-over-2 units to meet the U.S. Postal Service regulations.

S. Variances from Design Regulations, Modifications

Variances from these guidelines that are not approved by the Town Architect may nevertheless be granted by a majority vote of the Homeowners Association Architectural Control Committee. All variance requests must comply with the City of Gaithersburg Code. No variances will be allowed for side yard requirements.

These Design Guidelines may be modified by the Applicant(s) from time to time, subject to the reasonable review and approval or denial of the City Manager within thirty (30) days of the submittal to the City Manager. Requested modifications denied by the City Manager may be considered by the Mayor and Council at the request of the Applicants. After initial outsales by the builders, subsequent modifications to these Design Guidelines shall be in accordance with the homeowners' association documents.

~~PRELIMINARY NOT FOR CONSTRUCTION~~



Title	Sheet No.
Cover Sheet	1
Schematic Development Plan	2
Site Plan	3
Site Plan	4
Schematic Development Plan	5
Schematic Development Plan	6
Schematic Development Plan	7
Read Details & Road Code Waiver Exhibit	8
Boundary Survey	9
Landscaping and Lighting Plan	10
Landscaping and Lighting Plan	11
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Planting Plan	29
Planting Plan	30
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Planting Plan	34
Planting Plan	35
Planting Plan	36

Sheet No. Plan

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DRAFT
SDP-05-002

City of Winthensburg
Winthensburg district

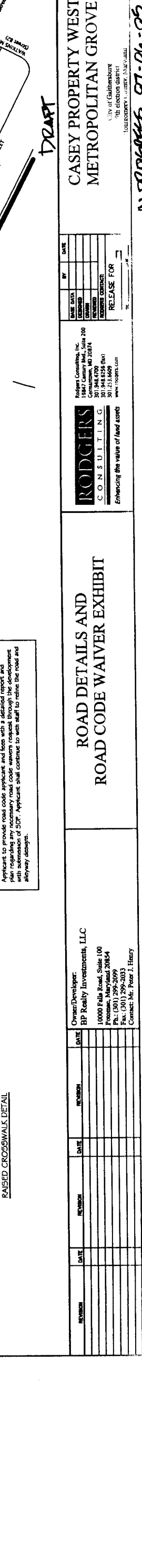
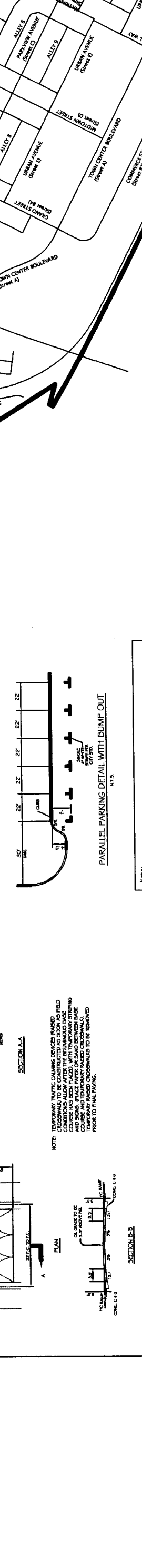
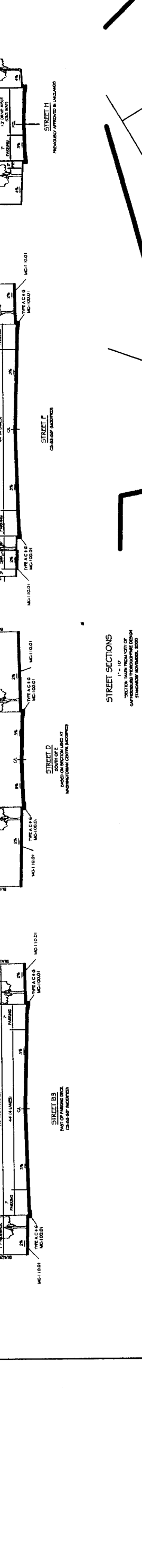
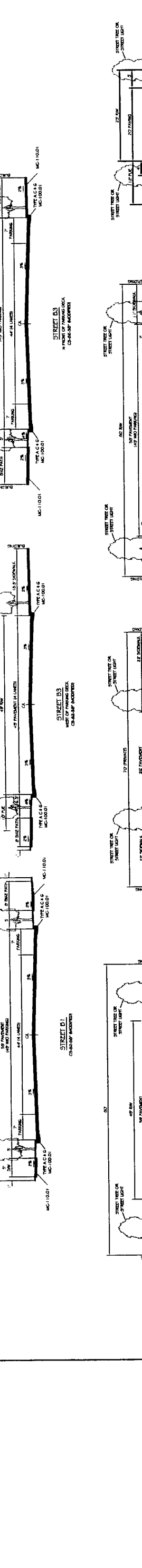
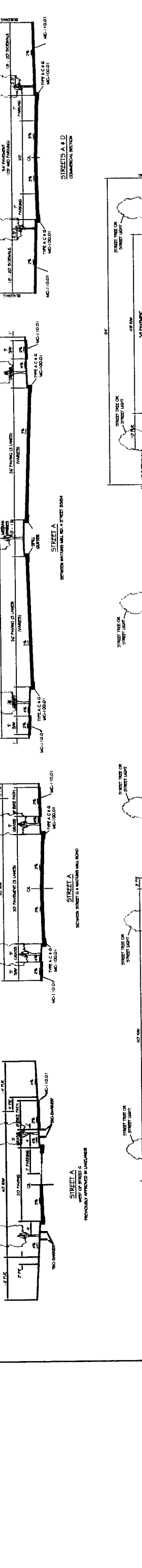
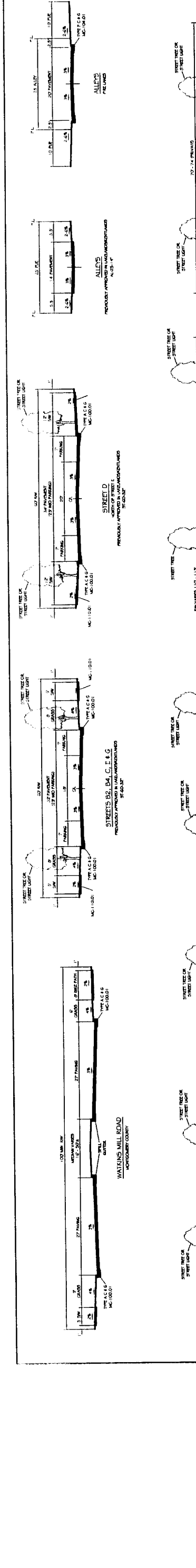
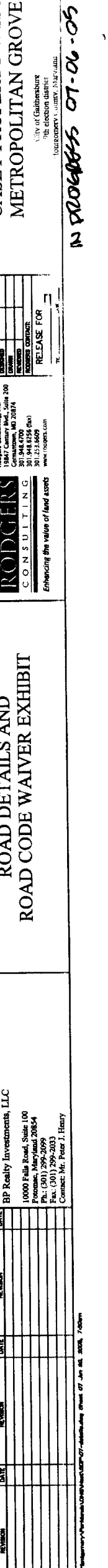
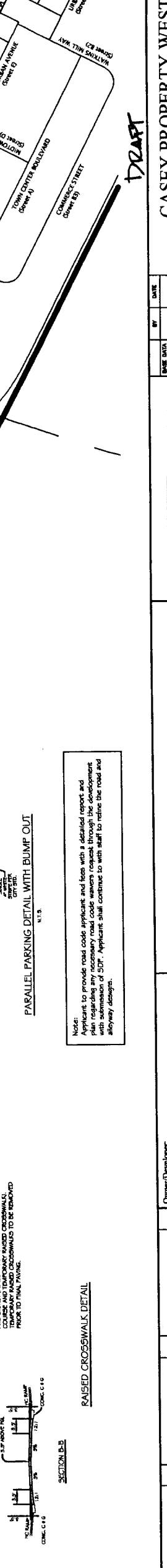
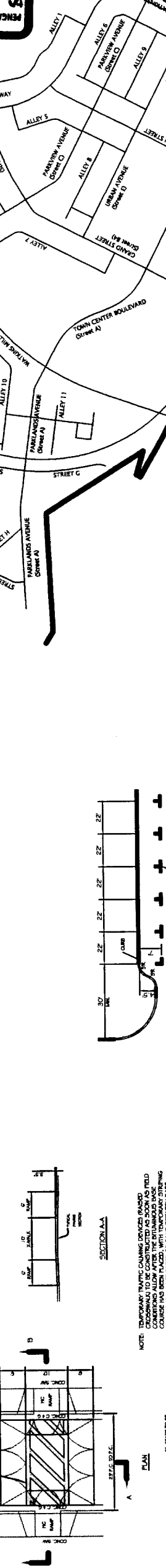
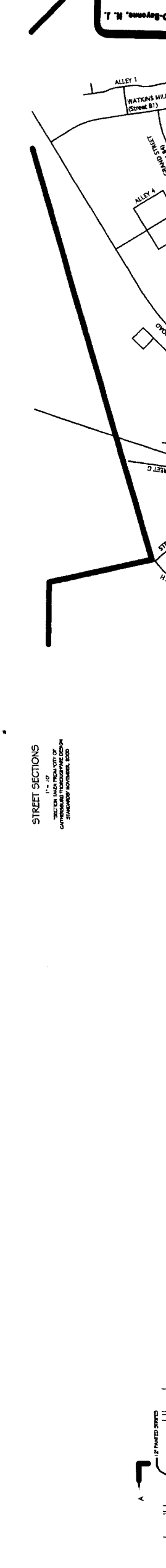
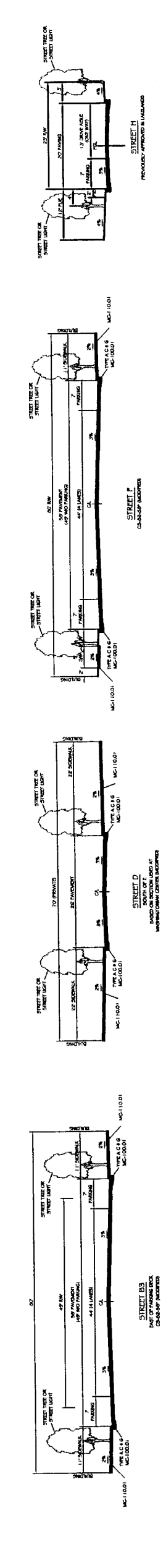
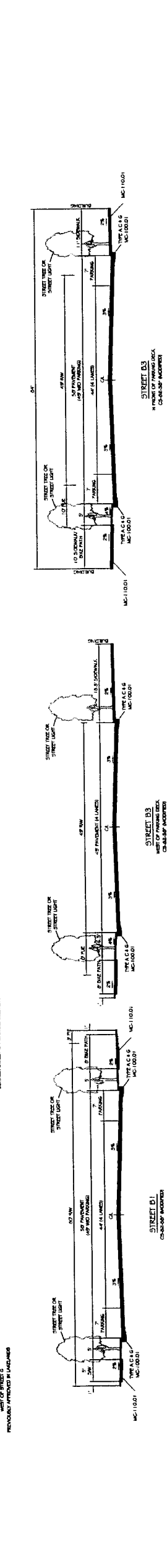
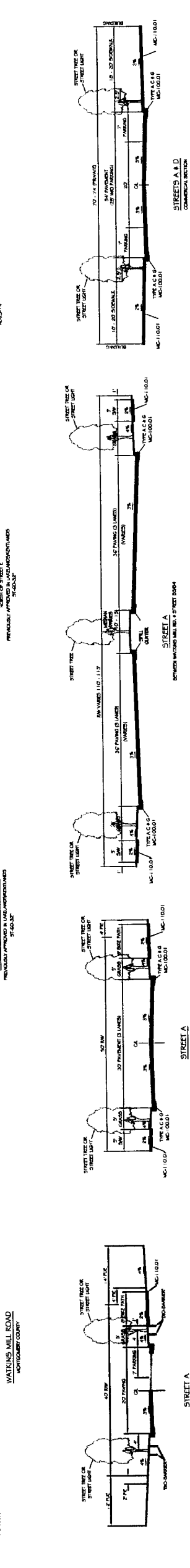
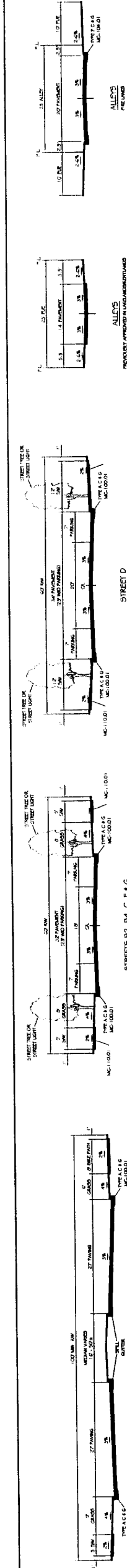
DATE: 11/11/2023

REVISION	DATE	REVISION	DATE	REVISION	DATE	Owner/Developer:
						BP Realty Investments, LLC
						10000 Falls Road, Suite 100
						Potomac, Maryland 20854
						Ph: (301) 295-2099
						Fax: (301) 295-2033
						Contact: Mr. Peter J. Henry

COVER SHEET

RODGERS CONSULTING		RODGERS DATA	
19407 Century Ave., Suite 200		CORPORATE	
Greenbelt, MD 20747		DEVELOPMENT	
301-544-5255 (fax)		DESIGN	
301-253-8659		REVISIONS	
www.rogers.com		RODGERS CONTACT:	
Enhancing the value of land assets		RELEASE FOR: 	

Rodgers Consulting, Inc.
19847 Century Blvd., Suite
Germanstown, MD 20874
301.948.4700
201.948.6256 (fax)



PRELIMINARY NOT FOR CONSTRUCTION

MATCH LINE - SEE SHEET 10

JOINT
EXHIBIT
43
SOP 05-002
7/11/2005
PENGAD-Beyone, R. L.

DRAFT - IN PROGRESS 07-06-05SDP-05-002

CASEY PROPERTY WEST
METROPOLITAN GROVE

City of Gaithersburg
7th election district
James W. F. Finner - Supervisor

REVISION	DATE	BY	DATE

RODGERS CONSULTING
Landscape Architecture of the Potomac
Rodgers Consulting, Inc.
10847 Centerville Road, Suite 100
Gaithersburg, MD 20878
301.944.7700
301.944.6216 (fax)
www.rodgers.com

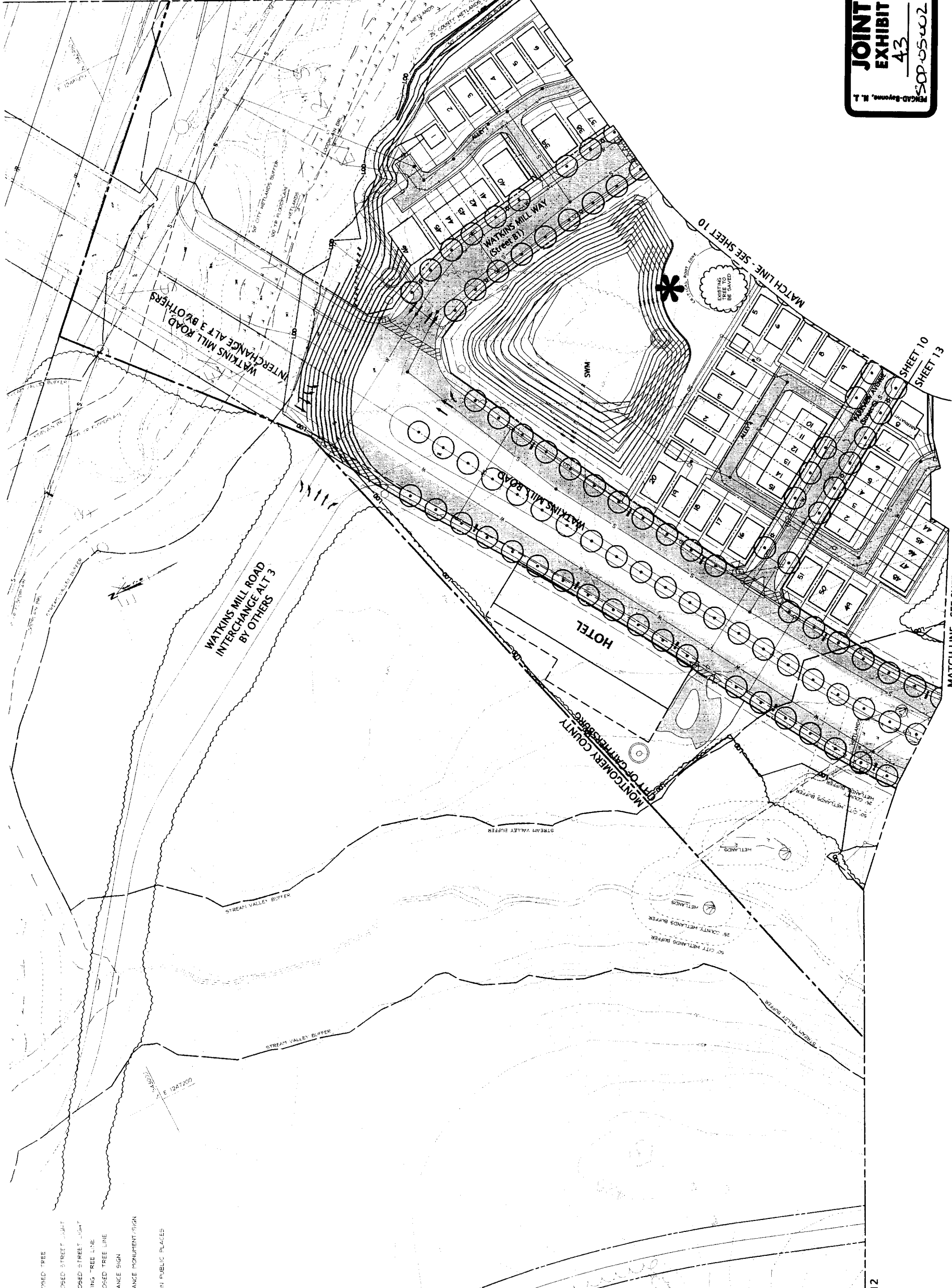
LANDSCAPE AND LIGHTING PLAN

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Potomac, Maryland 20854
Ph: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Harry

REVISION	DATE	REVISION	DATE	REVISION	DATE

LEGEND

- PROPOSED TREE
- PROPOSED STREET LIGHT
- PROPOSED STREET LIGHT
- EXISTING TREE LINE
- PROPOSED TREE LINE
- ENTRANCE SIGN
- ENTRANCE MOUNTAIN SIGN
- ART IN PUBLIC PLACES



SHEET 11 | SHEET 12

MATCH LINE - SEE SHEET 12

SHEET 10
SHEET 13

PROPOSED TREE
 PROPOSED STREET LIGHT
 PROPOSED STREET ART
 EXISTING TREE LINE
 PROPOSED TREE LINE
 ENTRANCE SIGN
 ENTRANCE MONUMENT SIGN
 ART IN PUBLIC PLACES

MATCH LINE - SEE SHEET 9

SHEET 9

SHEET 1

TOPT

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Potomac, Maryland 20854
Ph.: (301) 299-2099
Fax: (301) 299-2033

LANDSCAPE AND LIGHTING PLAN

RODGERS
CONSULTING

Rodgers Consulting, Inc.
19847 Century Blvd., Suite
Cermansown, MD 20874
301.948.4700
301.948.6236 (fax)
301.251.6609
www.mpr.com

REVIEWED	DATE
DRAWN	BY
DESIGNED	
BASE DATA	

MATCH LINE - SEE SHEET 13

DRAFT - IN PROGRESS 07-06-05

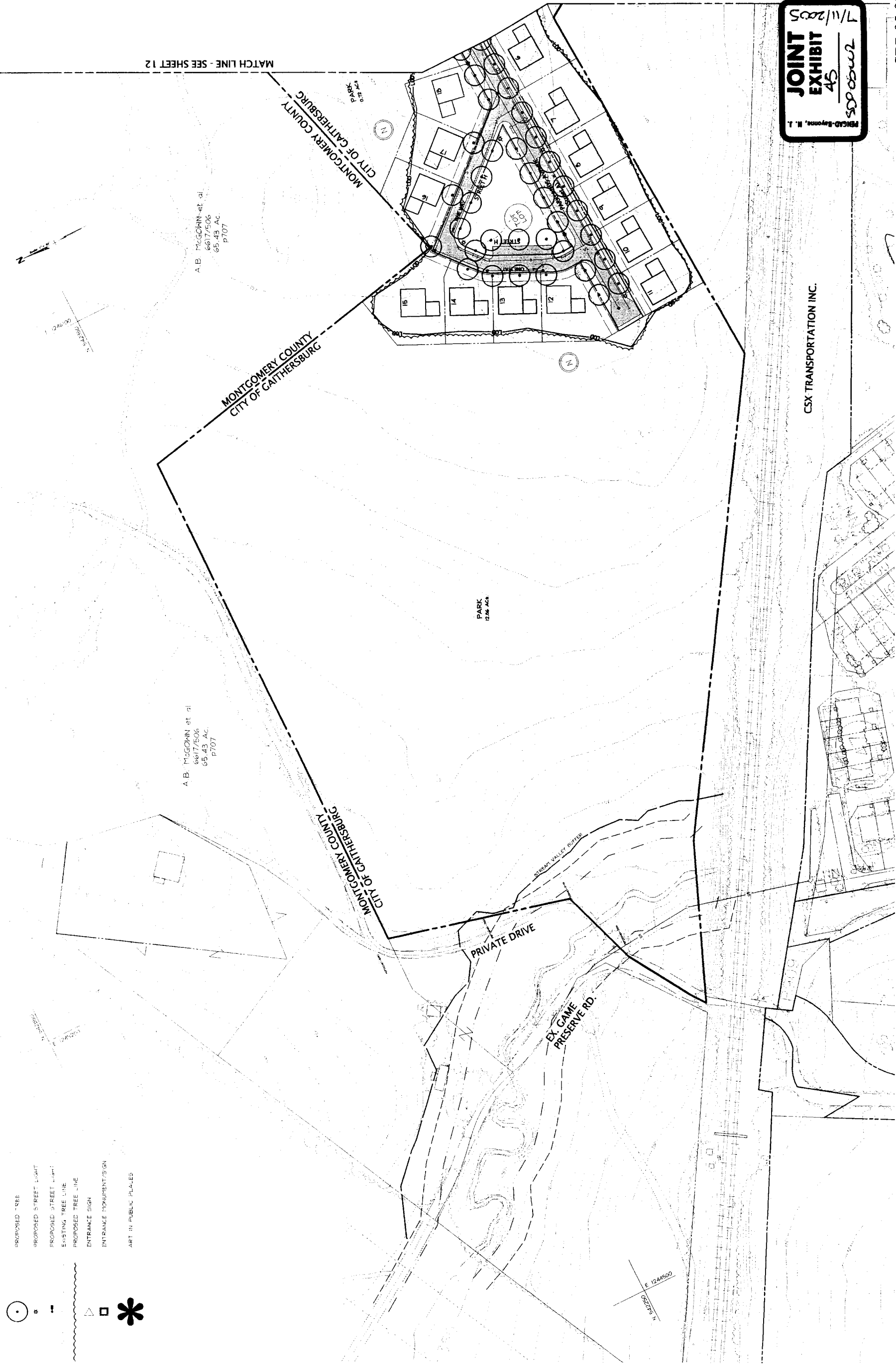
JOINT
EXHIBIT
44
SPC-05-002
7/11/02
PENCAD-Beyonne, R. J.

NE

PRELIMINARY NOT FOR CONSTRUCTION

LEGEND

- PROPOSED TREE
- PROPOSED STREET LIGHT
- PROPOSED STREET SIGN
- EXISTING TREE LINE
- PROPOSED TREE LINE
- ENTRANCE SIGN
- ENTRANCE MONUMENT/SIGN
- ART IN PUBLIC PLACES



A.B. MCGOWAN et al
6617/506
65.43 AC
p707

A.B. MCGOWAN et al
6617/506
65.43 AC
p707

JOINT EXHIBIT 45
SDP-05-002
7/11/2005

DRAFT IN PROGRESS 07-06-05 SDP-05-002

LANDSCAPE AND LIGHTING PLAN

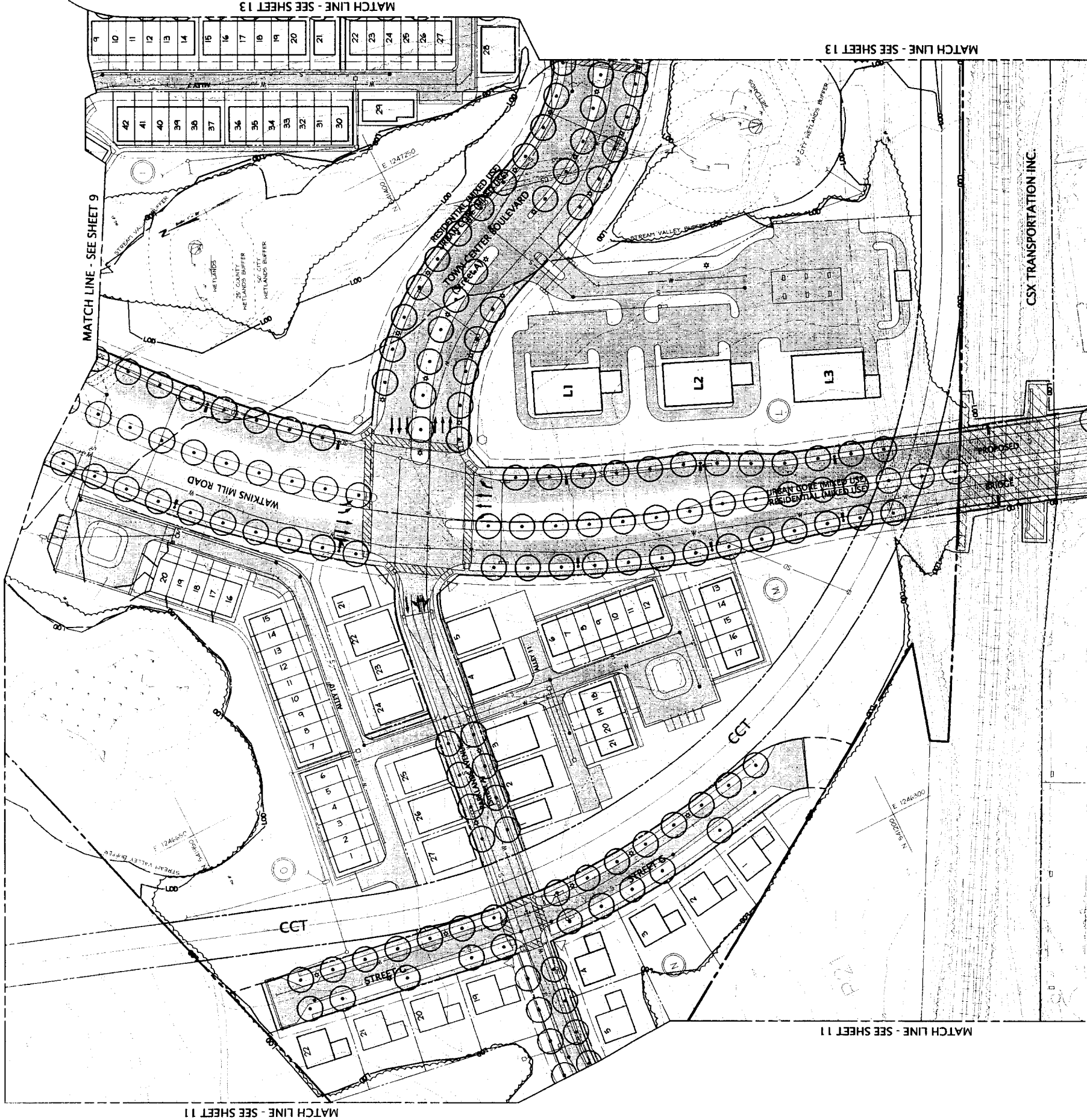
Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Petersburg, Maryland 20854
PA: (801) 555-2099
Fax: (801) 555-2099
Contact: Mr. Peter J. Henry

Rodgers Consulting, Inc.
10000 Falls Road, Suite 100
Petersburg, Maryland 20854
PA: (801) 555-2099
Fax: (801) 555-2099
www.rodgersinc.com

DATE	BY	DATE
BASE DATA		
DESIGNED		
DRAWN		
REVIEWED		

CASEY PROPERTY WEST
METROPOLITAN GROVE

MATCH LINE - SEE SHEET 9



MATCH LINE - SEE SHEET 9

MATCH LINE - SEE SHEET 11

MATCH LINE - SEE SHEET 13

MATCH LINE - SEE SHEET 11

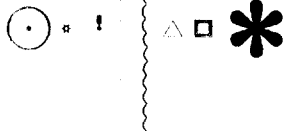
MATCH LINE - SEE SHEET 13

MATCH LINE A-A (THIS SHEET)

MATCH LINE A-A (THIS SHEET)

EX. WATKINS MILL ROAD

LEGEND



- PROPOSED TREE
- PROPOSED STREET LIGHT
- EXISTING STREET LIGHT
- EXISTING TREE LINE
- PROPOSED TREE LINE
- ENTRANCE SIGN
- ENTRANCE MONUMENT/SIGN
- ART IN PUBLIC PLACES



DRAFT - IN PROGRESS - 07-06-05 SDP-05-002

LANDSCAPE AND LIGHTING PLAN

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Ponemon, Maryland 20854
Ph: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Henry

RODGERS
CONSULTING
"improving the value of built assets"

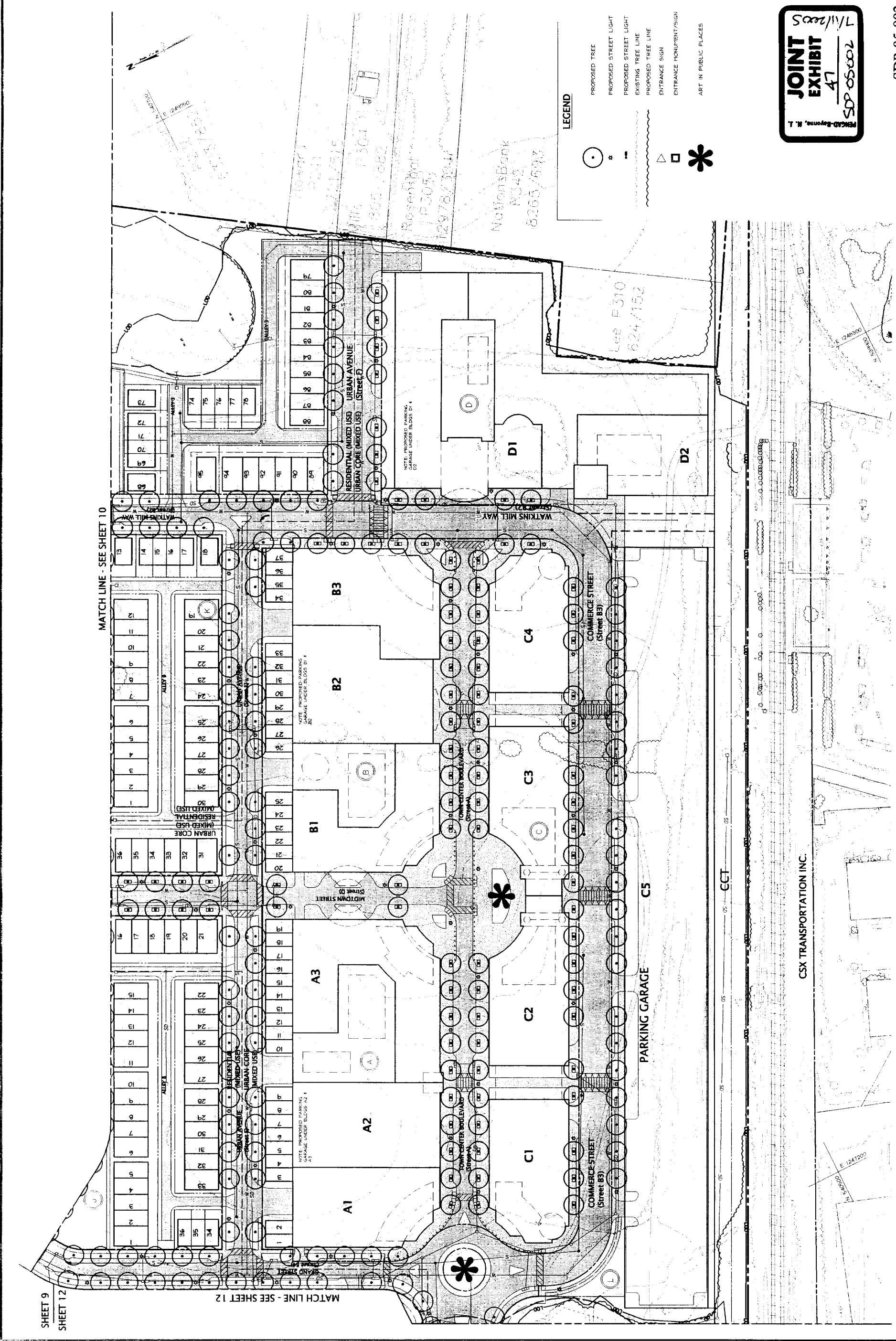
Rodgers Consulting, Inc.
11847 Century Blvd., Suite 200
P.O. Box 1000
Ponemon, Maryland 20854
Ph: (301) 944-8258 (Ext)
Fax: (301) 944-8258 (Ext)
www.rodgersinc.com

DATE	BY	REVISION

CASEY PROPERTY WEST
METROPOLITAN GROVE

DATE	BY	REVISION

PRELIMINARY NOT FOR CONSTRUCTION



SHEET 9
SHEET 12

MATCH LINE - SEE SHEET 10

MATCH LINE - SEE SHEET 12

LEGEND

- PROPOSED TREE
- PROPOSED STREET LIGHT
- PROPOSED STREET LIGHT
- EXISTING TREE LINE
- PROPOSED TREE LINE
- ENTRANCE SIGN
- ENTRANCE MONUMENT/SIGN
- ART IN PUBLIC PLACES

JOINT EXHIBIT
SDP 05002
47
7/1/2005
PENGAD-Bayonne, N. J.

DRAFT - IN PROGRESS 07-08-05 SDP-05-002

CASEY PROPERTY WEST
METROPOLITAN GROVE

DATE	BY	REVISION

RODGERS CONSULTING
1847 Century Blvd., Suite 200
Baltimore, MD 21214
Tel: (410) 444-7700
Fax: (410) 444-7701
www.rogersconsulting.com

LANDSCAPE AND LIGHTING PLAN

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Pikesville, Maryland 20854
Ph: (410) 299-2099
Fax: (410) 299-2093
Contact: Mr. Peter J. Henry

REVISION	DATE	REASON	DATE	REASON

CSX TRANSPORTATION INC.

1) URBAN CORE: USES AND PARKING REQUIREMENTS (NOT SHARED)

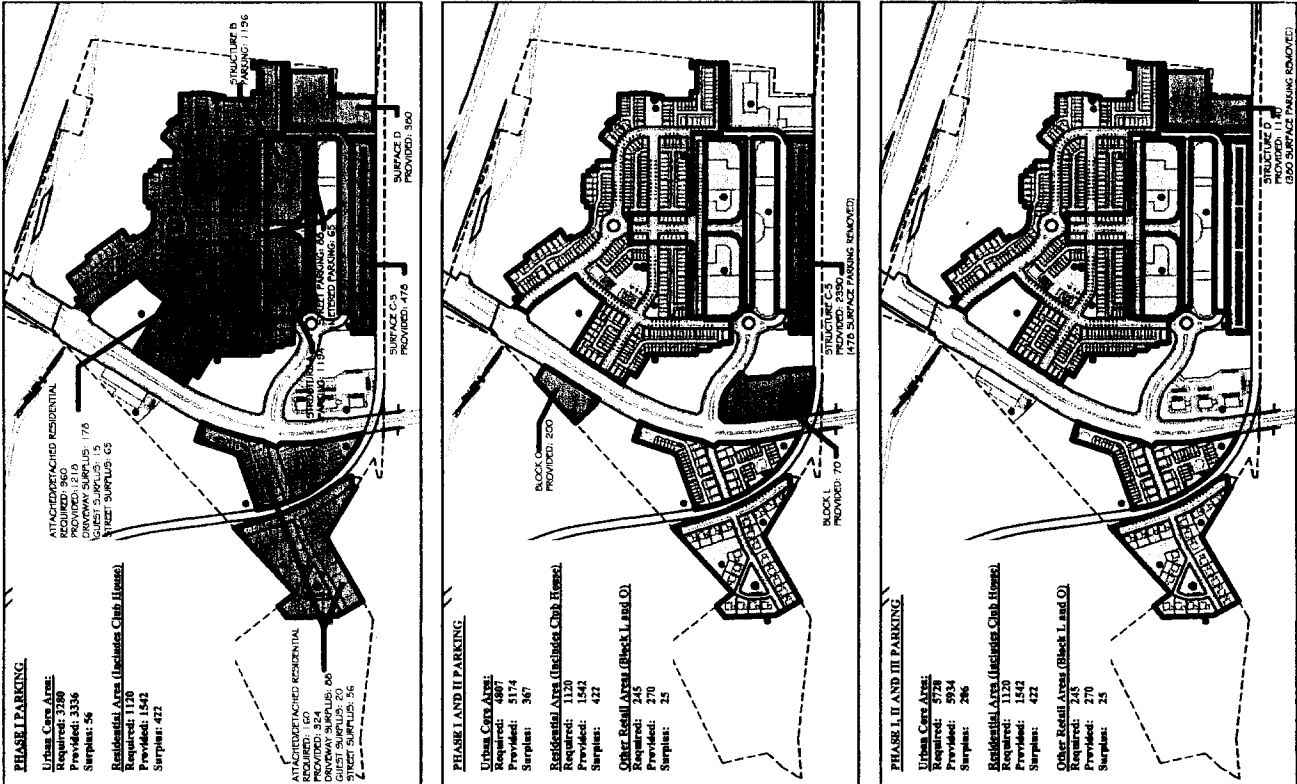
Block/Lot	Use	Drawn Area (sq. ft.)	Area (sq. ft.) or Units	Story	Office SF	Restaurant SF	Parking Ratio	Parking Required
A1								
A1	Mixed Use	24,000	2.6	(5)	20,000		1,900 sf	400
	Office	4,800	4.51/1000	(1)			4,800	22
	Retail	10,800	10,800	(1)			10,800	140
	Restaurants	5,400						
	Groundfloor	27,700						
A2								
A2	Mixed Use	25,000						
	Hotel	25,000						
A3								
A3	Mixed Use	51,900						
	Condo (252 units)							
B1	Office	252	2.12	(11)			2,100	504
	Retail	3,481	4.51/1000	(1)			3,481	6
	Restaurants	10,444	10,444	(1)			10,444	136
	Groundfloor	20,888						
	Mixed Use	40,900						
B1	Hotel (210 rooms)	210						
	Hotel (1500 seats)	1500						
	Hotel (1500 seats)	1500						
	Hotel (1500 seats)	1500						
	Hotel (1500 seats)	1500						
B2								
B2	Office	12,000						
	Hotel (1500 seats)	12,000						
B3								
B3	Office	25,500						
	Hotel (1500 seats)	25,500						
C1								
C1	Office	24,200						
	Hotel (1500 seats)	24,200						
C2								
C2	Office	24,200						
	Hotel (1500 seats)	24,200						
C3								
C3	Office	24,200						
	Hotel (1500 seats)	24,200						
C4								
C4	Office	24,200						
	Hotel (1500 seats)	24,200						
C5								
C5	Office	24,200						
	Hotel (1500 seats)	24,200						
D1								
D1	Office	24,200						
	Hotel (1500 seats)	24,200						
D2								
D2	Office	24,200						
	Hotel (1500 seats)	24,200						
E1, L2, L3								
E1, L2, L3	Office	24,200						
	Hotel (1500 seats)	24,200						
Hotel								
Hotel	Office	24,200						
	Hotel (1500 seats)	24,200						
Loft								
Loft	Office	24,200						
	Hotel (1500 seats)	24,200						
Urban Core TH								
Urban Core TH	Office	24,200						
	Hotel (1500 seats)	24,200						
Total Commercial Area								
Total Commercial Area	Office	24,200						
	Hotel (1500 seats)	24,200						
Total								
Total	Office	24,200						
	Hotel (1500 seats)	24,200						

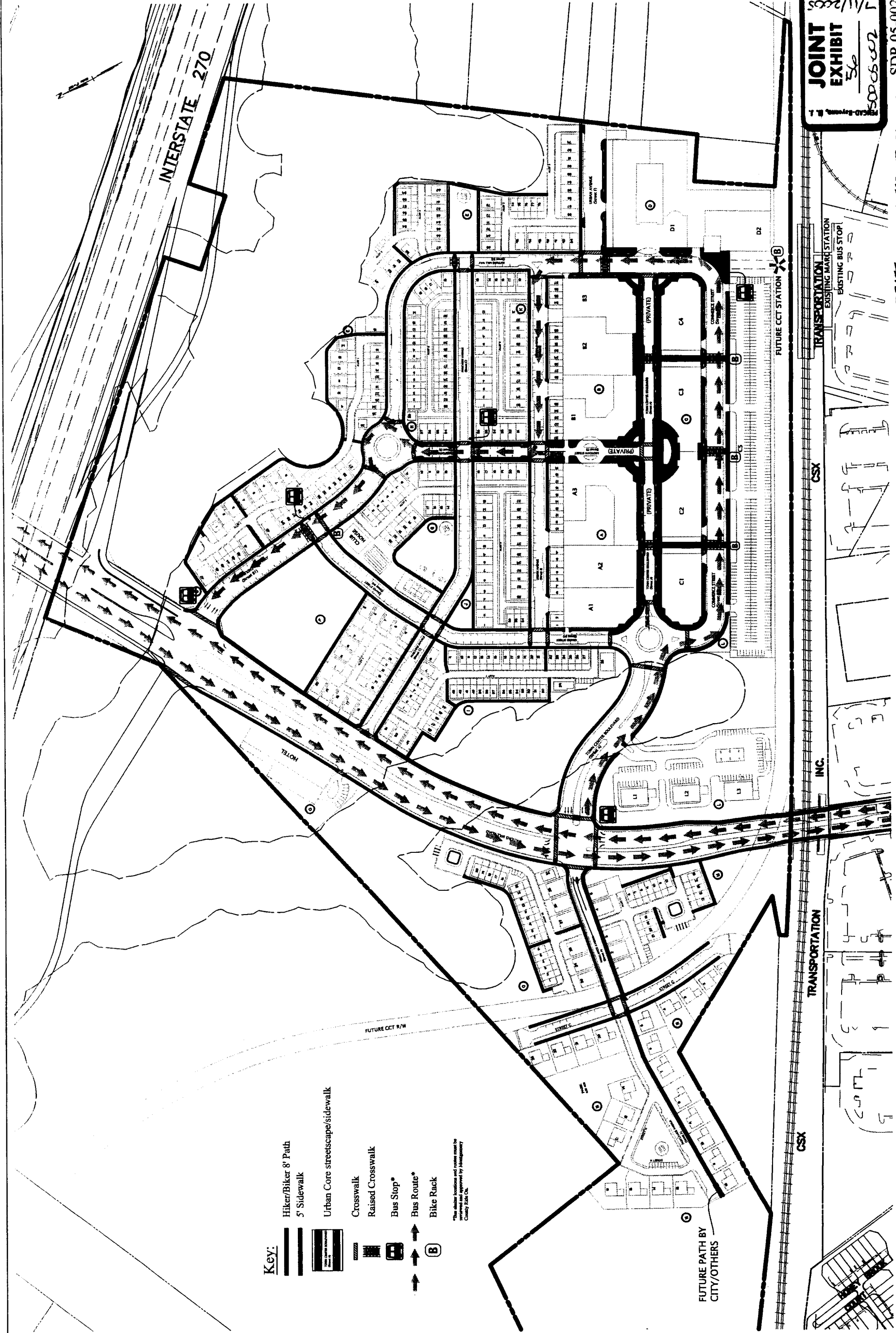
2) PARKING REQUIREMENTS PER PHASE (NOT SHARED)

Phase	Use	SF/DUEmp	Pkg Ratio	Pkg. Req'd
Phase 1	Restaurants (Class A)	45,764	13 sp/1000 sf	597
	Office	483,450	1 sp/200 sf	2417
	Retail (including Core Lot Retail)	30,235	4.5 sp/1000 sf	136
	Hotel (1500 Seats - 15 Employees)	35,620	1500/14 * 15*	380
	Hotel (210 Room) + Meeting + Lobby	37	1 sp/room + 1 sp/400-4 sp/1000	330
Phase 2	Urban Core Townhouse	37	2 sp/Unit	74
	Loft Townhouse	40	2 sp/Unit	80
	Condo (includes Hotel Penthouse)	317	2 sp/Unit	634
	Total Parking			3681
	* 1 includes Hotel (210 Room) + 30,000 SF Hotel Meeting Space + 10,000 SF Hotel Lobby			
Phase 3	Restaurants (Class A)	9,660	13 sp/1000 sf	126
	Office	83,200	1 sp/200 sf	416
	Retail	10,640	4.5 sp/1000 sf	48
	Condo	276	2 sp/Unit	552
	Total Parking			1003

3) SHARED PARKING REQUIREMENTS

Phase	Use	Area	Pkg. Req'd Weekday	Pkg. Req'd Weekend	Pkg. Req'd Night Time
Phase 1	Office (1500 Seats)	483,450	1 sp/200 sf	2417	52
	Retail (4 Sp/1000sf)	30,235	4.5 sp/1000 sf	136	7
	Hotel (1500 Seats)	35,620	1500/14 * 15*	380	19
	Hotel (210 Room) + Meeting + Lobby	48,784	1 sp/room + 1 sp/400-4 sp/1000	330	65
	Total Parking Required	937,289		2532	173
Phase 2	Office (1500 Seats)	853,450	1 sp/200 sf	4267	94
	Retail (4 Sp/1000sf)	30,235	4.5 sp/1000 sf	136	7
	Hotel (1500 Seats)	35,620	1500/14 * 15*	380	19
	Hotel (210 Room) + Meeting + Lobby	48,784	1 sp/room + 1 sp/400-4 sp/1000	330	65
	Total Parking Required	1,946,289		4753	283
Phase 3	Office (1500 Seats)	83,200	1 sp/200 sf	416	9
	Retail (4 Sp/1000sf)	10,640	4.5 sp/1000 sf	48	2
	Condo	276	2 sp/Unit	552	116
	Total Parking Required	1,151,795		975	312
4) PARKING SUMMARY					
Phase 1	Urban Core Area	748			
	Urban Core Residential Units	2532			
	Shared Parking (Block A, B, C, D)	3336			
	Total Urban Core Area	6620			
	Surplus	56			
Phase 2	Urban Core Area	1415			
	Urban Core Residential Units	127			
	Shared Parking (Block A, B, C, D)	1542			
	Total Urban Core Area	3084			
	Surplus	47			
Phase 3	Urban Core Area	184			
	Urban Core Residential Units	61			
	Shared Parking (Block A, B, C, D)	245			
	Total Urban Core Area	490			
	Surplus	25			





- Key:**
- Hiker/Biker 8' Path
 - 5' Sidewalk
 - Urban Core streetscape/sidewalk
 - Crosswalk
 - Raised Crosswalk
 - Bus Stop*
 - Bus Route*
 - Bike Rack
- *These station locations and route must be confirmed and approved by Montgomery County Public Works.

JOINT EXHIBIT
7/11/2005
SDP-05-002

DRAFT IN PROGRESS 07-06-05 SDP-05-002

**CASEY PROPERTY WEST
METROPOLITAN GROVE**

City of Gaithersburg
Public Works Department

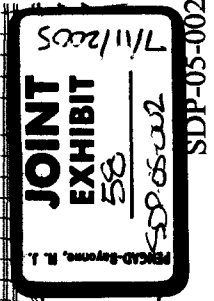
RODGERS CONSULTING
Enhancing the value of land owner

Rodgers Consulting, Inc.
1947 Cherry Hill, Suite 200
301.944.4700
301.944.8255 (fax)
301.233.8669
www.rodgersinc.com

**CONCEPTUAL BUS ROUTE
AND
PATHWAY EXHIBIT**

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Potsdam, Maryland 20854
Ph: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Henry

REVISION	DATE	REVISION	DATE	REVISION	DATE



~~DRAFT~~
SDP-05-002

**CASEY PROPERTY WEST
METROPOLITAN GROVE**

City of Gaithersburg
11th election district
Montgomery County, Maryland

IN PROGRESS 07-06-05

BASE DATA	BY	DATE
DESIGNED		
DRAWN		
REVIEWED		

ROGERS CONTACT: _____

RELEASE FOR _____

BY _____ DATE _____

Rodgers Consulting, Inc.
19847 Century Blvd., Suite 200
Germanstown, MD 20874
301.948.4700
301.948.6255 (fax)
301.253.6609
www.rodgers.com

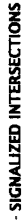
**RODGERS
CONSULTING**

**COMMUNITY SIGNAGE PLAN;
STREET SIGNAGE & PAVEMENT
MARKING PLAN**

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Pottomac, Maryland 20854
Ph: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Henry

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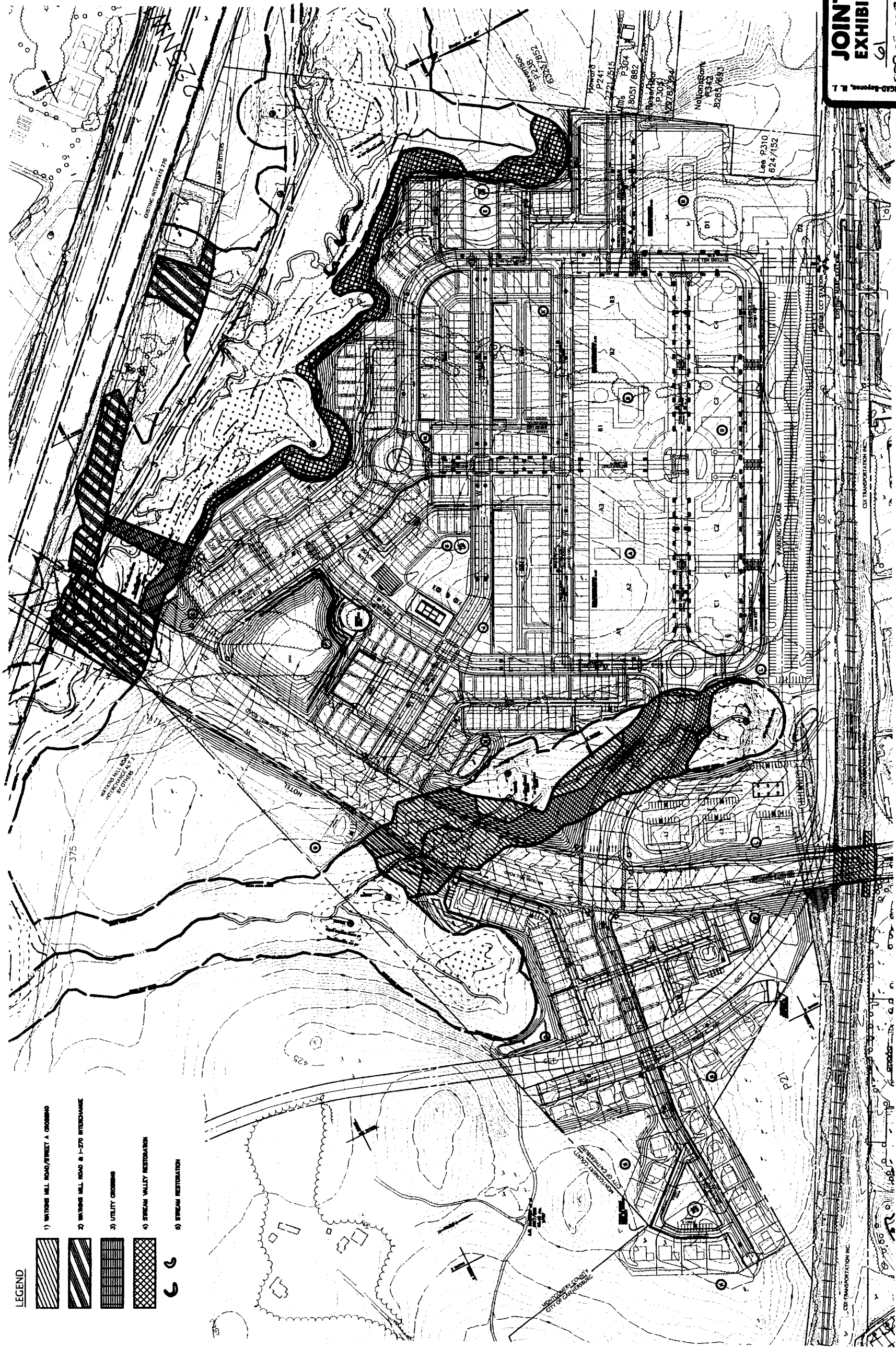


TRANSPORTATION

IN PROGRESS 07-06-03

LEGEND

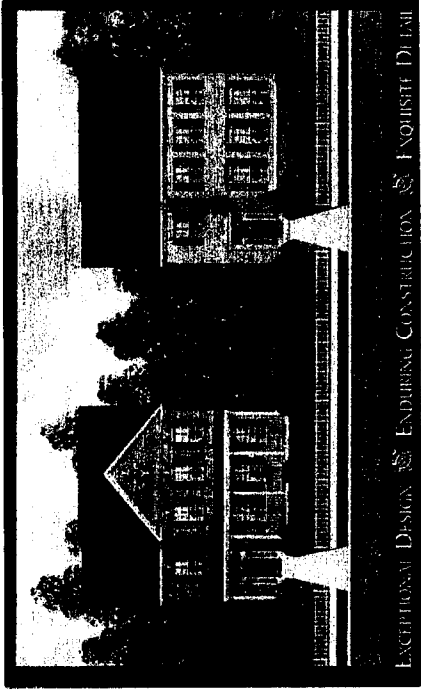
- 1) WATSONS MILL ROAD/STREET A CROSSING

- 2) WATSONS MILL ROAD @ I-270 INTERCHANGE

- 3) UTILITY CROSSING

- 4) STREAM VALLEY RESTORATION

- 5) STREAM RESTORATION




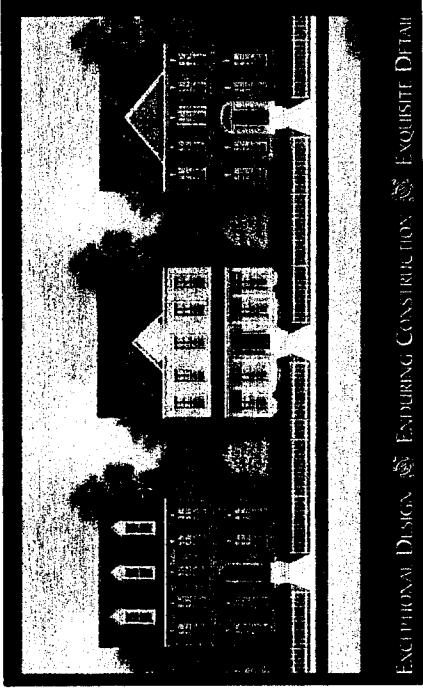
PERCUT-Bayona, N. J.
JOINT
EXHIBIT
61
2008005
7/11/05

DRAFT IN PROGRESS 07-06-075 BDP 08-0000

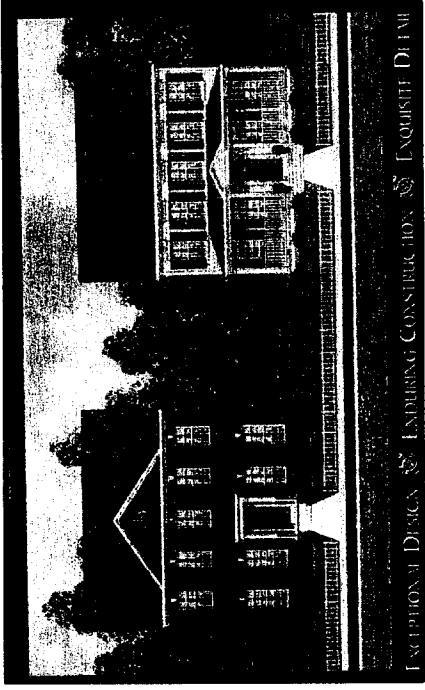
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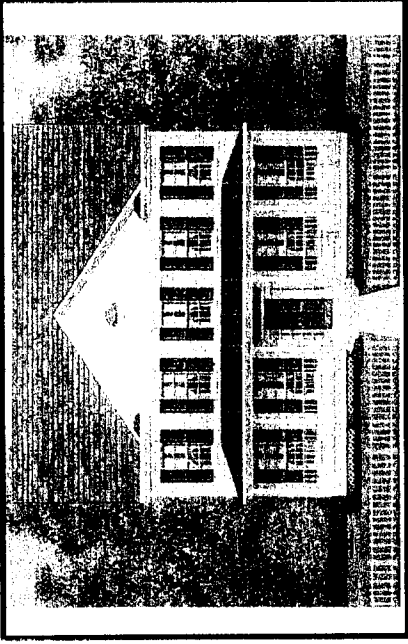
THE CARROLL II



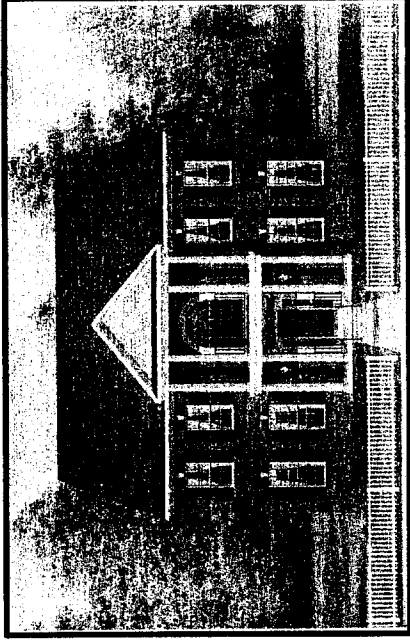
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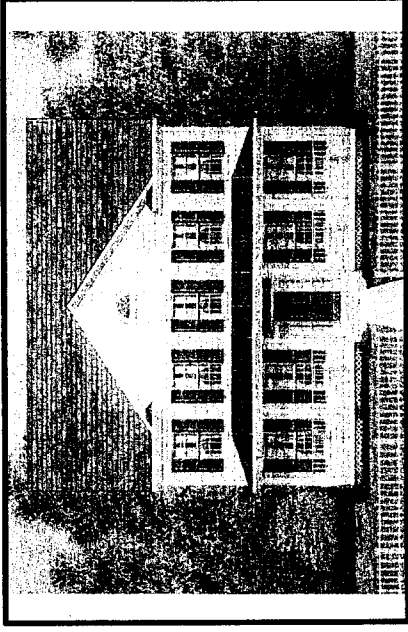
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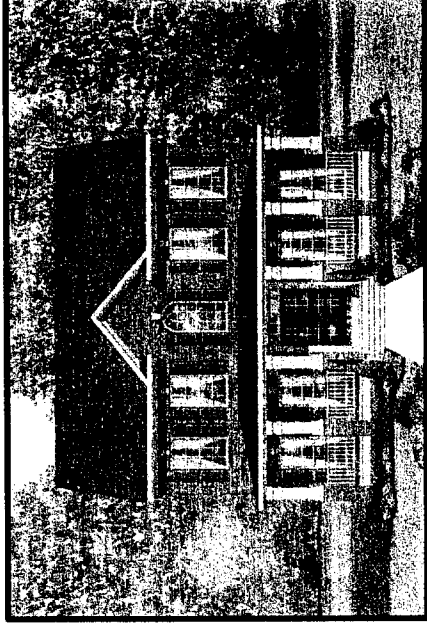
THE BARTHOLOMEW: ELEVATION D



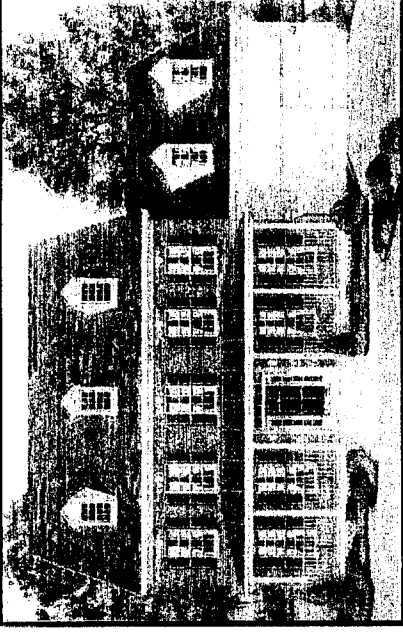
THE DARTMOUTH: ELEVATION B



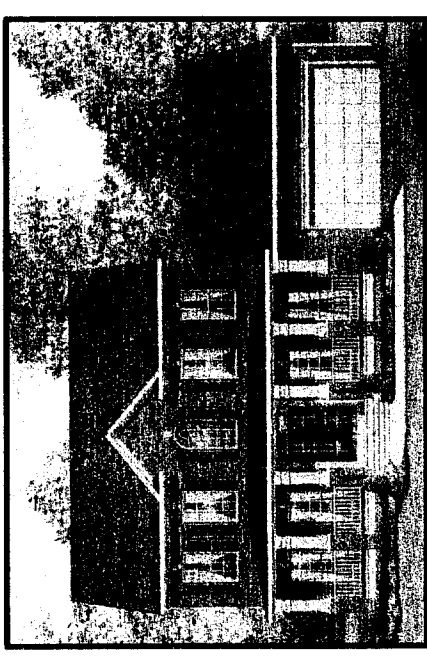
THE BARTHOLOMEW: ELEVATION C



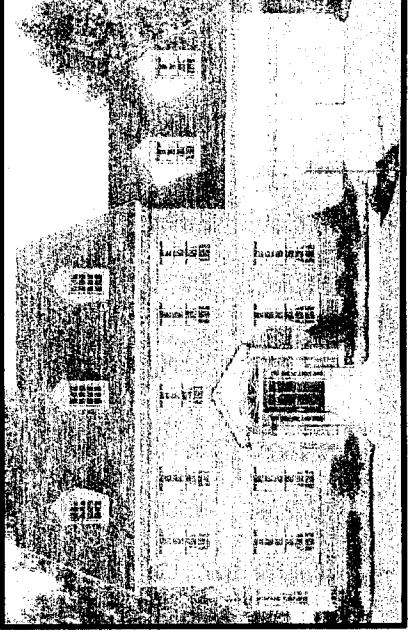
THE EMORY: ELEVATION C WITH DETACHED GARAGE



THE ABERNATHY: ELEVATION D



THE EMORY: ELEVATION C WITH ATTACHED GARAGE



THE BARTHOLOMEW: ELEVATION C

JOINT
EXHIBIT
63
7/1/2005
K-07-05-002
KACAD-Bayonne, N. J.

REVISION	DATE	REVISION	DATE	REVISION	DATE

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Potomac, Maryland 20854
Ph: (301) 296-2099
Fax: (301) 296-2031
Contact: Mr. Peter J. Henry

RODGERS CONSULTING
Rogers Consulting, Inc.
10000 Falls Road, Suite 200
Potomac, MD 20854
301-544-8700
301-544-8700
301-753-8619
www.rogersllc.com
E-Mail: info@rogersllc.com

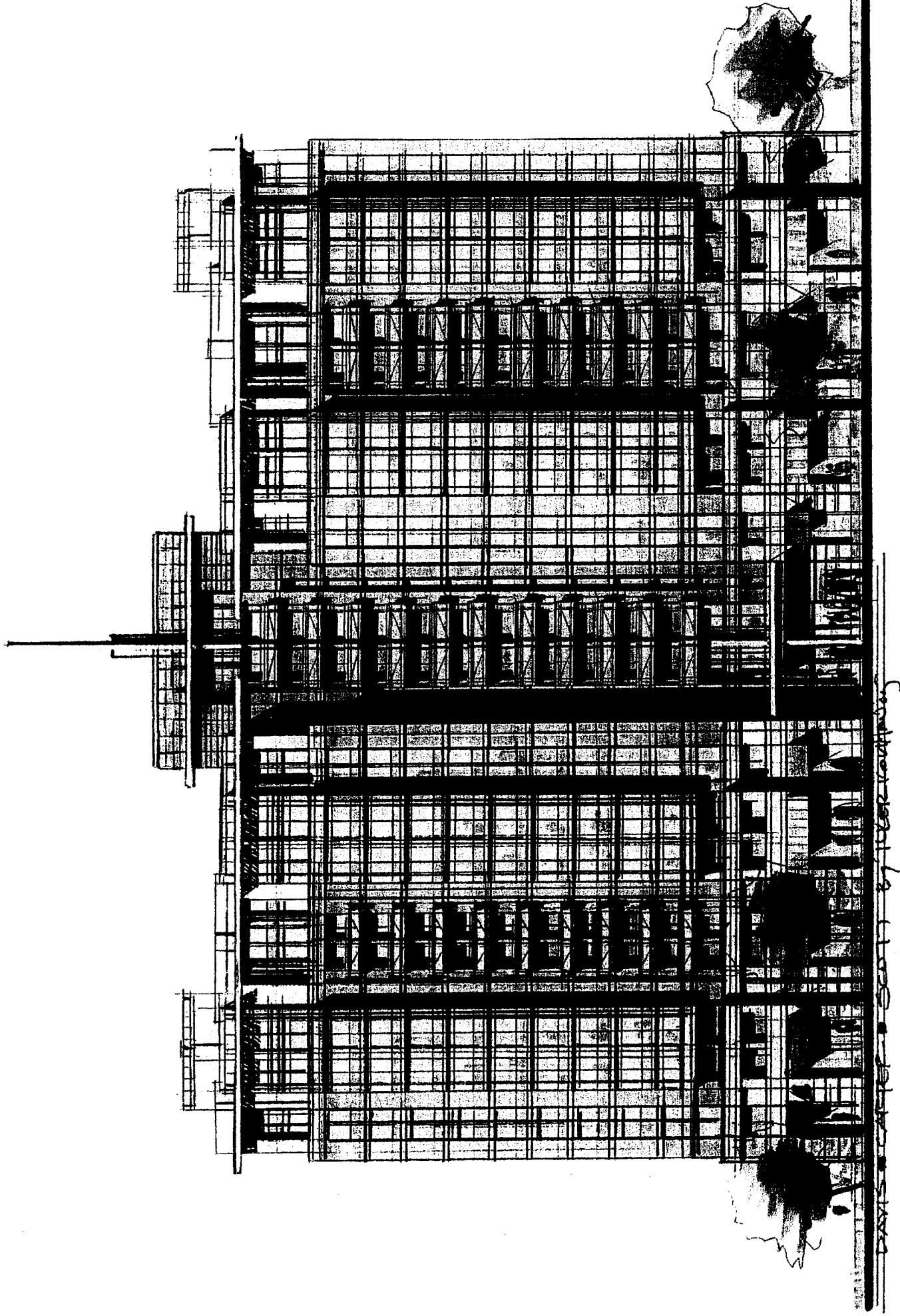
CONCEPTUAL SINGLE FAMILY
BUILDING ELEVATIONS

DATE	BY	DATE	BY

DATE: 07-06-05
PROJECT: IN PROGRESS

CASEY PROPERTY WEST
METROPOLITAN GRAVE

DR-05-12



DAVIS CARTER SCOTT by the architect

JOINT
EXHIBIT
64
SDP 05-002
7/11/2005
PENNSYLVANIA, N. J.

DAVIS CARTER SCOTT

DRAFT - IN PROGRESS 07-06-05 SDP-05-002

DATE	BY	REVISION

RODGERS CONSULTING
1847 Century Blvd., Suite 200
301.948.4700
301.948.4701
www.rodgers.com

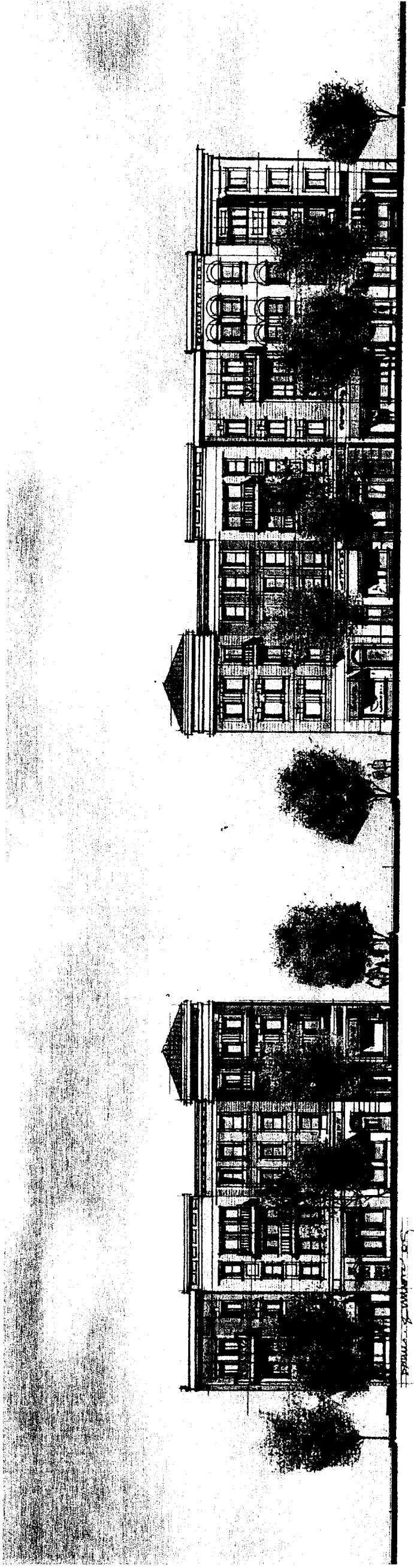
CONCEPTUAL BUILDING D
CONDOMINIUM UNITS
ELEVATIONS

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
Pretoria, Maryland 20854
Ph: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Henry

DATE	BY	REVISION

CASEY PROPERTY WEST
METROPOLITAN CORP. NVE

DATE	BY	REVISION



PERCUT-Bayona, N. J.
JOINT EXHIBIT
67
SD-05-002
7/11/2005

DAVIS CARTER SCOTT

CONCEPTUAL LOFT TOWNHOUSE ELEVATION

Owner/Developer:
BP Realty Investments, LLC
10000 Falls Road, Suite 100
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Fax: (301) 299-2033
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RODGERS
CONSULTING

Rodgers Consulting, Inc.
19847 Century Blvd., Suite 200
Germantown, MD 20874
301-948-4700
301-948-6256 (fax)
301-253-6609
www.rodgers.com

	BY	DATE
BASIC DATA		
DERIVED		
EXPLAN		
REVISED		

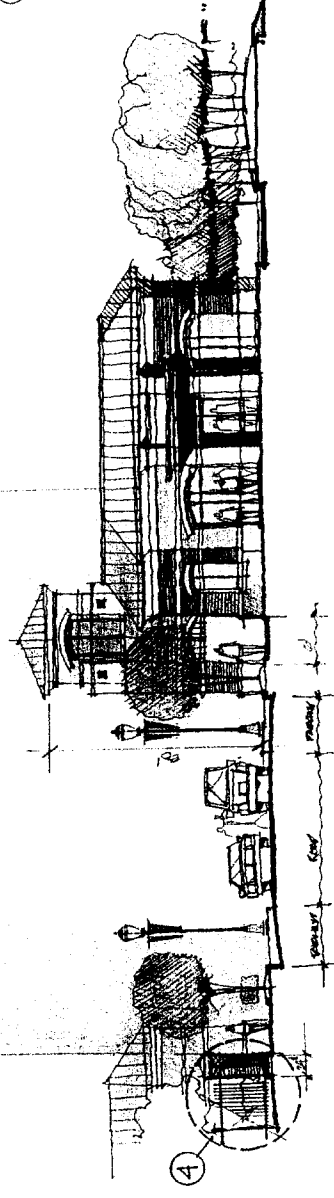
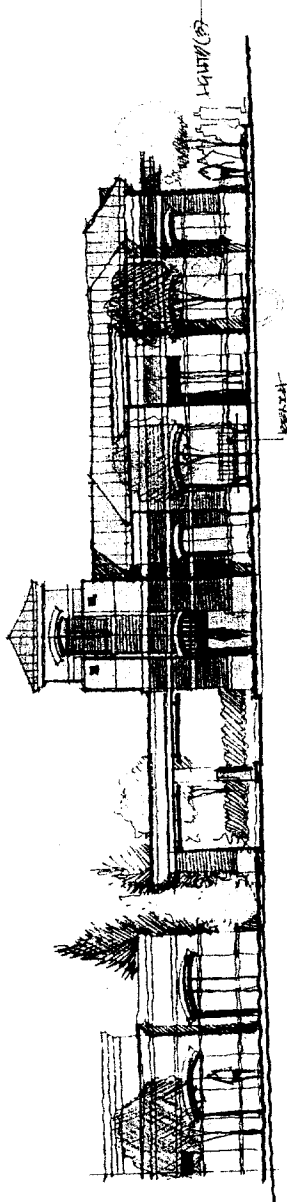
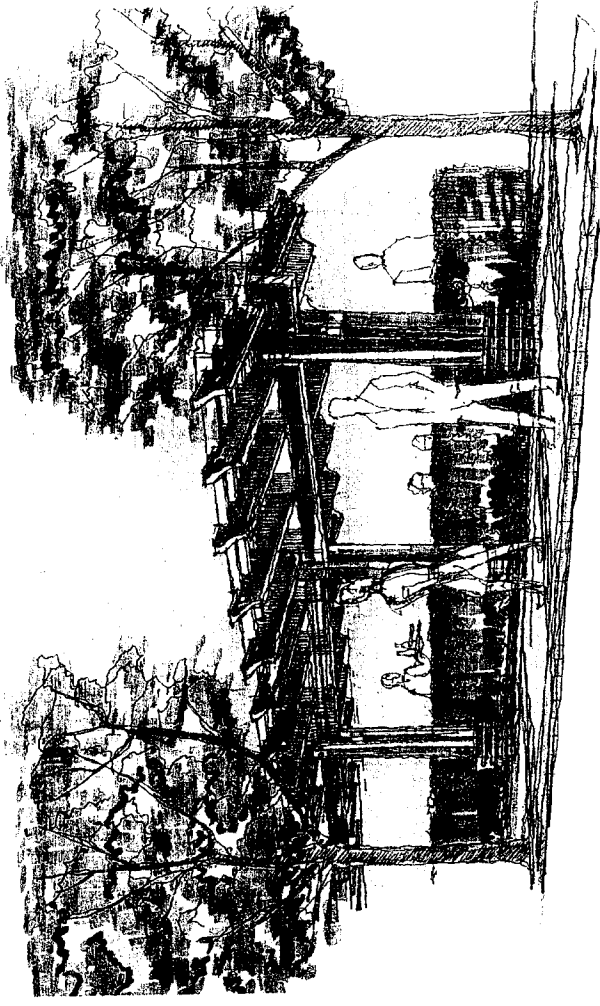
ROOMING CONTACTS

RELEASE FOR

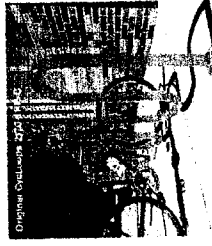
DRAFT IN PROGRESS 07-06-05
SDP-05-002

CASEY PROPERTY INVEST
METROPOLITAN PROPERTIES

$$\frac{1}{2} \left(\frac{1}{2} \right)^2 = \frac{1}{8}$$



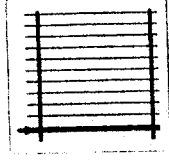
① BENCHES ② 16 BENCHES PROTECTED
TODAY - GREEN!



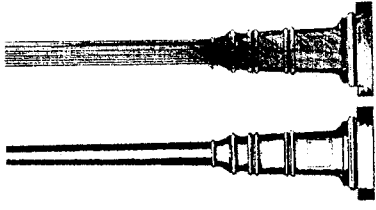
BIKE RACK
2 RACKS FLOORED



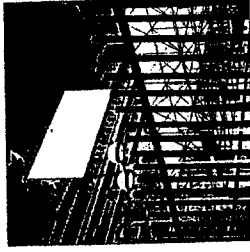
TRASH RECEPTACLES
16 TRASH RECEPTACLES OBSERVED
ONE @ BEAVER/PAVE CRACK



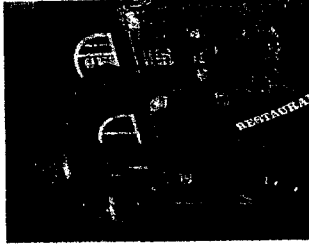
④ 2 horizontal rails
Flat Top Pickets



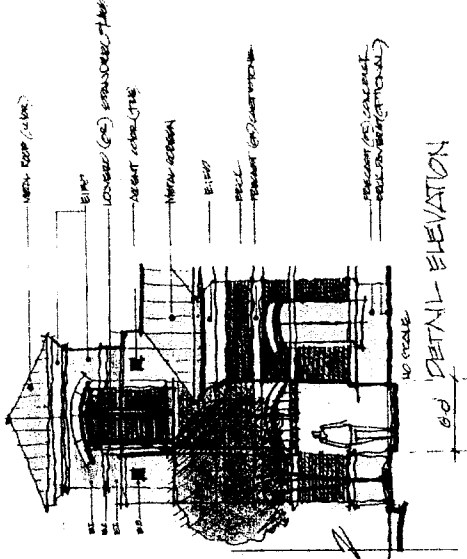
⑤ LIGHT FIXTURES -
• DO LIGHT PROPOSED?
• PP/PCE PREFERRED.
• PWB-GREENY COLOR.



④ FENCING
PAINTED DARK GREEN TO MATCH



⑥ A LIGHT PROPERLY
CUT OFF REFLECTION



DETAIL ELEVATION

DAVIS CARTER SCOTT

DRAFT - IN PROGRESS 07.06.05
SDP-05-002

CASEY PROPERTY WEST
METROPOLITAN POLICE

AMENITIES & SIGNAGE EXHIBIT

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Pottomac, Maryland 20854
Ph.: (301) 299-2099
Fax: (301) 299-2033
Contact: Mr. Peter J. Henry

ADHERS CONSULTING

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19847 Century Blvd., Suite 200
Germantown, MD 20874
301.948.4700
301.948.6256 (fax)
301.253.8609
www.rdcgrcs.com

	DATE	BY	SAME
BANK DATA			
DONOR			
REVENUE			
FEDERAL CONTRACT			
RELEASE FOR			

TRANSCRIPT OF

JOINT PUBLIC HEARING

ON

SDP-05-002

Proposal for Approval of a Schematic Development Plan (SDP), Known as Casey Property West in Gaithersburg, Maryland. The Plan Proposed 1,075 Dwelling (Single-Family Detached, Single-Family Attached, Two-Over-Two Condominium, and High-Rise Condominium) Units, 259,939 Square Feet of Mixed Use Commercial Space, and 936,650 Square Feet of Office Space on 125.21 Acres of Land. The 125.21 Acre Site is Located Between and Adjacent to I-270 and the CSX Railroad Tracks and North of Metropolitan Grove Road in the Mixed Use Development (MXD) Zone

BEFORE THE

CITY OF GAITHERSBURG

MAYOR AND CITY COUNCIL

and

PLANNING COMMISSION

on

June 6, 2005

Transcribed by
Doris R. Stokes



PARTICIPANTS

CITY COUNCIL

Mayor Katz
Council Vice President Marraffa
Council Member Alster
Council Member Keller
Council Member Schlichting

PLANNING COMMISSION

Vice Chair Hicks
Commissioner Hopkins
Commissioner Kaufman
Commissioner Levy

CITY ATTORNEY

Cathy G. Borten

STAFF

Long Range Planning Director Mark DePoe
Assistant City Manager Fred Felton

SPEAKERS FROM THE PUBLIC

Jody Kline, Miller, Miller and Canby
Gary Unterberg, Rodgers Consulting, Inc.
Doug Carter, Architect, Davis, Carter, Scott
Peter Henry, BP Realty Investments, LLC
Maggie Gifford, 9 Ramsdall Court
Richard Arkin, 121 Selby Street
Demetria Simantiras, 201 Sportsman Way
Daniel Reeder, 11520 Game Preserve Road
Jud Ashman, 46 Napa Valley Road

Katz Tonight we have two public hearings. The first one is a joint public hearing and then the second is only the Mayor and Council. And with that we are going to ask Mark DePoe to introduce the first one.

DePoe Thank you. For the record, Mark DePoe, City of Gaithersburg. This is a joint public hearing on SDP-05-002. This hearing has been duly advertised in the *Gaithersburg Gazette* on May 11 and 18, 2005, and the property was properly posted. At the present time there are twenty-three exhibits in the record file. These exhibits are referenced in an exhibit list in the file. The individual exhibits may be reviewed during the course of the meeting or in the Planning Office during regular business hours at City Hall. Any objections to the receipt of any exhibit should be noted prior to the closing of the record; otherwise they will be deemed received into evidence. With that, as you know the Mayor and City Council adopted the amendment to sketch plan Z-297 for the Casey West Property on April 18, 2005 by Ordinance O-1-05, with 42 conditions. Many of which are tied to the SDP application. This SDP application SDP-05-002 request to develop the proposed mixed use project into three phases in accordance with the sketch plan. Those phases are broken up into phase 1 which is tied to the completion of Watkins Mill Road Extended. Phase 2, Watkins Mill Interchange and then Phase 3 the Corridor Cities Transitway. Some of the items that we determined at this stage are: the use of buildings and structures, the location type, approximate dimensions and conceptual elevations of our buildings and structures, location of points of access to the site and our public (inaudible) pedestrian bike paths, landscape areas, plazas, malls, courts, etc. The proposed phasing staging plan of development and information related to such plan as well as the general compliance of the Master Plan. Following the SDP process is a final site plan process which also has to be in accordance with the adopted schematic development plan. And with that, I would like to turn it over to Jody Kline with Miler, Miller and Canby representing the applicant.

Kline Good evening. I'm Jody Kline representing the applicant for the Casey West property. This is kind of a tough for an application like this. Over the years, the amount of information you requested to approve a sketch plan has become so much further than was originally contemplated. By the time we bring a schematic development plan to you, it's kind of hard to make a big impression on you because you all ready know the project so well. We have given you so much material to you; it is hard to come up with anything new to impress you. That is not going to be the case tonight. We are going to try and make a big leap forward tonight. It would be easy for me just to say, this is essentially the same the plan that you saw during the time of sketch plan. As a matter of fact it is an identical plan you saw at sketch plan. What we wanted to do I go beyond that. We wanted to make a big impression. We didn't schedule the light and noise show outside to help accomplish that, but in stead we wanted to have our consultant show you how much has occurred since April in your previous sketch plan. We are going to do that by having Gary Unterberg walk you through all the results of the various meetings and site visits that have occurred on the property to get into all the technical stuff that actually makes it works. Then the thing that would be fun for some of you that sort of design geeks anyway and that's the architect Doug Carter. He will show you some of the dramatic elevations that have been developed in the last month and a half that really starts to give you a since of the soul of this new mixed use community. And at that point in time, we have our traffic engineer if you want to get into technical stuff, but I think what we are going to display to you as long as the electricity remains, hopefully you are going to be impressed with our show.

Katz Thank you very much.

Unterberg Good evening, I'm Gary Unterberg with Rodgers Consulting. What I would like to do is take you through the site and walk you through some of the things you already have seen and some of the facts and figures

(inaudible). We do have 42 conditions from the sketch plan. I'm not going to walk through all 42 conditions tonight. I do know that staff is recommending a work session in July and as we work with staff for the next month and throughout the summer here, we will be addressing all of those conditions and wrapping up all those conditions as we move forward. The site itself is 125 acres along I-270, just north of Route 124 Montgomery Village Avenue. The western portion, the southwestern portion of the site is CSX rail tracks. The Watkins Mill Road Extended comes from Clopper Road up and teases into the site. You will see in a moment how Watkins Mill Road will be extended through the site to I-270, the new interchanged proposed and then Watkins Mill Road as planned to extend through the additional piece of property to the east up to Route 355. This is the 125 acres. This is the proposed layout which is the same layout that was presented with the sketch plan back in April. The CSX tracks are to the south, the southwest of the site. Watkins Mill Road Extended comes into the site and then the new interchange will be at I-270. There two streets that intercept Watkins Mill. These being Street A to the north extending up to the residential portion which is the lower density of the site and then the northern tip of the site is the park that is dedicated as part of the sketch plan. South of Watkins Mill Road, again Street A, extended south comes into the site to a traffic circle and into the main town center mixed use development area. Street B which aligns with one of the ramps to the exit ramp to the new interchange. It aligns with Street B which aligns with one of the ramps to the exit ramp of the new interchange. It aligns with Street B. Street B comes in and that comes into the main residential portion. The main residential portion adjacent to I-270 and the stream valley along I-270. Again you come in Street B and there is a traffic circle. The traffic circle again takes you into through a mixed use of development down to the town center. With that, what I would like to do is update you on a few things. And these correspond with the various meetings that we've had with staff, with the state, with the county. We had multiple meeting with staff from the City. This is the

exhibit from the state which shows the Watkins Mill Extended. Route 355 extends behind the (inaudible). In yellow, it is the new interchange with the different ramps, on and off I-270 and then this is the site that we are talking about tonight which is Watkins Mill Extended and crosses the CSX tracks. This is an exhibit from the state. We are coordinating with the state to coordinate the entrances or the street access points, Street A, Street B. We are coordinating the turn lanes and number of lanes and all of that will be updated on the schematic development plan. With CSX, we met and have had discussions with CSX. The easement required for the new bridge and the crossing of the tracks, that has been acquired and that has been recorded in the land records. So that easement is in place to facilitate the bridge. We have also been meeting with the county to discuss the county's agreement with the road, the state's agreement and the city's agreement with the road. With that, I would just like to go through a couple of the major topics or comments from the 42 conditions and where we are at with those. Transportation, we just went through discussing CSX, Watkins Mill Road. We also have been having conversations with the state and the City and county about the Corridor Cities Transitway to make sure that is appropriate and lock that in. And ultimately lock in the appropriate number of parking spaces for a transit station which will be directly across from the existing MARC station. Circulation wise, we have had several meetings with staff, talking about bike trails, sidewalks, stream valley trails and different paths that are appropriate, the different signage that is appropriate as identified in the different conditions. We are working on the parking distribution right now. All the residential areas, the single family, the town homes, they will park themselves with the onsite parking, the driveways, the garages. In addition to that, the on street parking and we are looking to provide guest parking so that there is plenty of parking. The challenging part is the mixed use development and how that parking works out, the parking is shared, and how many levels of garages we have, and the underground garages with the building A in this location which is office, retail and

condominiums. Condominiums will park in that parking structure underneath. Likewise, Block B, which is this block here, which is the hotel. The penthouse condominiums on the top. The cinemas and office building and how that parks underneath. Now if we go to Block C which is this longer block, this is all office and this primarily is going to be a parking garage along the CSX tracks. And how that parking is shared and how that is distributed, we are working on those calculations right now. We know overall it all works but how do we best distribute it and make it work block by block. Phasing, we working on phasing. We have three phases. One phase tied to the construction of Watkins Mill Road. One phase tied to the construction of the interchange and then the third phase tied to the construction of the transitway. Stormwater management and the environment, again, we walked the site with staff. We walked it a couple of times. The main stormwater facility is going to be in this location here along Watkins Mill Road and Street B which is the front door the site. We are going to make that a wet pond and the lake. And we are going to incorporate some identification signage around that lake. So we are spending some extra attention to this and how that works and how it looks. Most likely we are going to have a fountain and then the stormwater management facility also. Also with the environment, we have been working with staff on how we can treat the stream valley edges, how we can stormwater and water quality recharge and make that work for the overall site along the stream valley in this location and this location here. With that, I am going to jump to some of the architecture and this will be the lead in also for Doug Carter here.

Katz Mr. Unterberg, before you do that on the parking arrangement, you have the information for the sharing arrangement by time we have the work session?

Unterberg Yes we will.

Katz Because, that is extremely important.

Unterberg Yes we will have that for staff to look at if not this week, then the following week. That is important how it works and how it is shared primarily with the mixed use center, the office, the hotels, the residential and how that all works together.

Katz I guess my concern is, I don't know how you can share it because some of those, many of those uses are going to be 24/7 almost. I mean you are going to have people that will be in the hotel on a Sunday afternoon and also at the condos.

Unterberg Correct. Per the City's guidelines, the residential numbers are not shared. So the condos will have their own designated parking. And then the office, the restaurants and the retail can be shared because the restaurants are more active in the evening and weekends when the offices are not. And that is primarily when the sharing occurs. And the hotel has another scenario. That's shared partially, but again it is not shared 100 percent.

Katz The concern that I have is the hotel more so than the others. Obviously, the office and the retail should be able to share.

Unterberg We will have all that documented and all the numbers by time we have the work session. With this, I want to talk about some the conceptual single family. And this is mainly the area north of Watkins Mill Road. These are a couple of different scenarios. On the left in color are some of the smaller lots. These are the neo-traditional facades. These are the front facades. These would be the alley product with parking in the back and garage in the back. In the (inaudible) tone here, is some of the larger lots neo-traditional and again, the materials will be specified and we are working on design guidelines and the materials of the building with the

brick and stone and quality of the materials will be specified in those documents. These units are primarily in this location with the alleys and then some of the larger units that are single families that are located throughout the residential units next to the stream valley. The next units we are going look at are the largest residential or single family units and they are on the northern portion of this site next to the park area. And that would be the units in this column. These two have a front loading garage with the wider lot. These are similar to the lane in the woods product at Lakelands. And with that, I will turn it over to Doug Carter.

Katz Any other questions of Mr. Unterberg? Thank you very much.

Carter Thank you. Mr. Mayor, Members of the Council, Planning Commission, Doug Carter. We are the architect for the project. And I think what we are here to talk about really is a place to live and a place to work and a place shop and a place to be entertained. And I think that you have heard enough by now to realize that this forms the heart of the town center. So what I would like to do is simply just walk you through the uses. And we have an elevation of this entire façade which I think will form one of the dramatic aspects of the project. So as you walk along Main Street, as Gary just illustrated, we start around the traffic circle with two office buildings of six stories each that actually form a gateway into Main Street. This is followed immediately by a grocery store which although it is a one story grocery store, if you know today's grocery stores, with the increased floor and ceiling height, obviously it is going to be a very significant statement in this location. And its parking is accessed from the eastern side and will directly accessible into the grocery store from the parking area. Next comes the condominium building with a green roof and a swimming pool and this jumps from the 6 and 1 up to a 12 story building for condominiums with obviously some fairly dramatic views out. That condominium and this hotel as you heard with condominiums on the top really surround what is the focal point of the project in terms of generating

activity. In this one civic square, you literally can see back into the retail areas running east towards I-270. And you can see up and down Main Street to the retail that is fronting here and also to the cinema which sits directly on the south side of the condominium building. So really the combination of grocery stores of condominium living, of hotel and cinema and then lastly closing out with an office building where we are starting to build to a crescendo here from 6 to 1 to 12. Then 12 to 1 to 6. And we have essentially an echo of that on the western side of Main Street coming from 6 stories up to 8 or 9 stories here and then dropping back down to 6 with the combination of Main Street being in this condominium building here with the main feature (inaudible) access right of ways down Main Street of 11 stories. And then lastly an office building which will be located directly adjacent to the both the MARC and the CCT transit stop in this area. And what we intend ultimately is to change this green area into a little mini civic square so that people coming to and from the transit stations can the benefit of all of the retail that is happening along here. It is really a place where people can feel comfortable living. The higher density homes, the 2-by-2 which we are looking at, somewhat of a brownstone approach. And then moving into the higher density, residential along Main Street and then providing the shopping and the convenience of grocery store and cinema all along Main Street. What we wanted to do was start to show you some ideas about what this might look like and it is, at the same time, as you can see from the office buildings, this is the west side so you are looking towards the parking structure which you can see peaking between the buildings. So we have a traditional looking town center, except that in the center, we are looking to create a very iconic structure. And although it looks like it's a solid all the way up building, what we are looking at is that this would be a transparent structure, a continuation of the glass coming to a significant, perhaps illuminated to really focus everyone's attention on the fact that this is civic square. And if you can see, if the camera can zoom in, (inaudible) is vibrant retail frontage and some of it can possibly go up into the second

floor, but really a people place and a place of a lot of color and life and activity. Office building at the entrance of the northern end. And (inaudible) actually to denote the southern end of Main Street. This really is the kind of character that we like to see generated. It is almost the combination of a traditional main street and then some dramatic architecture in the central place here. This is where the translucent structure would be over the top. The retail actually extends all the way along Main Street and comes up here into the residential. So that becomes a pretty important part in terms of transition from the higher density commercial and down to the lower density residential. So I think we have a unique product which you see on the top of the board. And that is what we are calling at the moment, a loft. The lofts as we are calling them have three levels of living over the top of a retail base. So we are continuing the retail from the Main Street and pulling it out to the east and into the residential neighbors and creating a situation that will feel like it's a more traditional, higher density urban development. And so the lofts can transition literally around the corner, both north and south from this area into these units which we are intending to feel like brownstone. Each one of them slightly different in character as you walk along. But these would be two-over-two townhouses and create an appearance that would be reminisce of some traditional neighborhoods. So that is really the start. I would like to stress obviously that we got an awful lot of work to do and we have to work through these elevations and their functions with staff. I know that we have stressed as have staff, the importance of making the public realm, making the streetscape really come alive and focus the attention on that lower floor. So completes where we are at the moment.

Katz Thank you very much. Mr. Kline do you have any other presentation?

Kline Only to ask if there was anything else you would like to see us bring back to you on July 11th, otherwise, we will continue the progress to date and then present it to you all on the 11th.

Katz Well we need to hear from the public as well, but are there any other questions?

Hopkins Just one quick question. We have a possible time for the shared parking counts, but the architectural guidelines, when do you think we will see those?

Henry I'm Pete Henry. I'm with the applicant BP Realty. We actually prepared and submitted a draft copy and have gotten comments back from staff and are working through those. We are increasing the emphasis on the residential section. They were heavily (inaudible) towards the urban core and we are back (inaudible) with the rest of it. Literally, the documentation is in process. We have had hoped to have them for this meeting, but it is probably going to take another week.

Hopkins A week, great. Thanks.

Katz Any other questions?

Schlichting Yes. In the interest of full disclosure, the City Attorney has advised me that I should disclose that Mr. Douglas Carter provides architectural services for my company The JBG Companies and is in fact working on a project in Reston, Virginia that I am responsible for. So I just wanted to make that public.

Katz Ok. Any other questions? Thank you very much. This is the time that the Mayor and Council and Planning Commission hear from anyone who would like to speak on this public hearing topic. We ask that you please keep your remarks to no more than three minutes. I will advise you when you have 30 seconds left of your three minutes, so that you can begin to finish your statement. Please note that any additional testimony that you

might have can be submitted to the City in written form and will be a part of the record just as your oral testimony. Please state your name and address for the record. Do we have anyone who would like to speak on this topic? Please come forward.

Gifford Hi, I'm Maggie Gifford, 9 Ramsdall Court. I am a member of the Bennington Urban Growth Committee. I just have a couple comments and questions. I am one of the people that have been following this along since it started a few years ago. There are two things that really concern me are the things that keep coming up time after time. No surprise to anybody, the traffic and schools. I just would like to say that I am kind of disappointed, I don't know what the right word is, but not happy that there is not independent traffic study. The developer's traffic study was used. And I wish that we can just change things so that we can have independent ones from now. I'm sure that numbers are probably good, but you never know. It would be good to have someone independent who really does not have an interest in making number look right. This weekend I was in a conversation with a lot of Gaithersburg residents about my own age, in the 40 to 50 and every single one of them said that they are probably going to move out of Gaithersburg once they retire because the traffic is so bad. That is just a fact of life. It really seems like we are getting more and more of a problem and we are just ignoring it completely. And then the other thing is schools. I know all the studies have been done and we have review MCPS's numbers and everybody agrees that they are fairly flawed. But the one thing that I would like to bring up is that nobody ever talked about all of the other developments that are coming out at the same time that will affect Quince Orchard that will affect the Lakelands Park Middle School. There isn't just this one development that will be crowding the schools. Maybe the worse case according to what I have seen here is a couple more portables at Quince Orchard which seem unrealistic to me anyway. But that doesn't seem to be true when you add in all of the other things that are being developed both inside and outside

the City limits. And then the third thing. I just have a question about the plan. During the Master Plan Process when the trees were saved, which everybody is very happy about, it seems that there was a little corner there that has been developed that wasn't part of the original plan. I don't know, maybe I missed something. I thought that whole triangle area to the far left was supposed to be kept wooded area. I think they put single family development there. And then in terms of the phasing, I just wanted to point out, it looks like 80 percent of the residential units are coming out in the first phase which definitely impacts the schools and I'm just curious why that wasn't phase in a little more slowly. Thank you.

Katz Thank you. Fred, did you want to comment please?

Felton Yes two brief comments. The first is the traffic study. In this case, it was done by The Traffic Group following national and city standards for submission. Due to all the issues in this particular application, this has had the thorough review of our Traffic Engineer Ollie Mumpower. It was sent back for additional information and clarification on four occasions. So we are very comfortable with it. And just to discuss the residential phasing, the residential component itself, phase one is phased evenly over a five year period so know more than 20 percent of the units will come on line each year once the project begins.

Katz Ok. And also if I can remind everyone that next week we have a work session on the review of trip generation rate comparisons for local rates to accepted standards related to consideration of an adequate public facilities ordinance. So that is in conjunction with that as well. Anyone else in the audience? Please Mr. Arkin.

Arkin Thank you Mr. Mayor. Richard Arkin, 121 Selby Street. I am testifying as an individual. I share some of the concerns about the heavily forested area at the extreme; I guess that is northwest of the property. I do wish

that more of that could have been protected. And, I am very much interested in seeing a finish copy of the traffic study since I believe that is very important not only for this project, but also for additional projects. This is an evolution of the plan that has been in development for quite some time. And if you take a leap of faith which the City has taken, and approve the basic concept, this is really a pretty decent rendering. It has some excitement. It has an urban quality which I think was an important factor for the development of this parcel. But I think that a real key as been mentioned before will be the development of the architectural guidelines. Often, we are presented with very pretty drawings at the SDP stage that don't quite end up being translated adequately into reality. I would like as a member of the public to be able to review those architectural guidelines. To have them in hand at some time before the work session because I believe those factors are critical. Maybe it was a computer mistake, I don't know, but I don't recall seeing any of these elevations in the package that was made available to the public. Or maybe it was a mistake on my own computer or my unhappy experiences sometimes with computers. But, to get a sense of those drawings and how those particular parcels relate to the map designations which also be very helpful to members of the public who are interested in this. But it seems to fulfill a lot of the concept, the basic concept; the basic assumptions that I think were in the Master Plan and seem to be a good first step toward a good transit-oriented design. So, interested in participating in the next stage with the proper background information. Thank you.

Katz Thank you. And I know that Fred is going to, he knows your address Richard, so I know that he has made note that you would like some additional information. Anyone else in the audience please? Please.

Semetiras Hello, my name is Demetria Semetiras. I reside at 201 Sportsman Way in Gaithersburg, Maryland. I have been a City resident for approximately 23

years. I remember years ago when the Parklands first got started. A neighbor of my said, "why waste your time Demetria, its all politics, it's a done deal." Those words outraged me. My faith in the system gave me strength to pursue the facts that this man was wrong. Needless to say, April 18 was a very disappointing day for me. When I read in the Gaithersburg Gazette on April 20, made me heartbroken and very angry. To sum it up, the developer of Casey West is settling a lawsuit against Gaithersburg after the City Council approved the development of plans. The article ended with a quote by Fred Felton. It reads, "now that the plan is approved, it's not in the developers best interest to continue or proceed with the lawsuit said Assistant City Manager Frederick Felton. I will not characterize it as rushed. We spent nearly five years on the plan, said Felton. It's nice that the lawsuit was settled, but this was the plan the Council wanted all along." I waited all month to read an apology to the citizens of Gaithersburg who care about this City. The Assistant City Manager should not have said this. This was not true. Most of you who are sitting right here now in those same seats, never once articulated nor confirmed to us, the citizens of Gaithersburg that this was the plan you wanted. I can't help but to compare this entire scenario to one of a teacher's worse disappointments. It goes like this; you get a student that needs help with all six pillars of character. As a teacher, you talk with the child. You provide examples of good character. You model it. You read to them about positive experiences. You work until you are blue in the face and then as a teacher, you finally see the light go on, and when pride you then feel the feeling that you know that the child has really made and will make good decisions. Then it happens the following year. You see the same student in the office. As a teacher your stomach turns, you ask why and the answer hurts even more, because it's something that could have been avoided and should have been thought out. I truly feel the same way about this project. All this time that we have all spent on it and then to get the same results we didn't want, that we wanted changed. Was it a waste of our time? For those students, I silently pray that they

can get their act together before it's too late. At the moment I'm silently praying all of you will still make the right decisions.

Katz Demetria, you are over three minutes.

Semetiras I will. I feel like they have had a lot of time.

Katz I understand, go ahead.

Semetiras Character is what we instill in our children and in our students. How do we do this by living and by modeling the six pillars of character? I see know character in this decision. Our schools will suffer because of it. All of you know the facts, that numbers the county provides only look good on paper. Let me ask all of you do this. Open the book to the next unwritten chapter that begins five years from now. Take minute to write what our schools will look like on that. The middle school, already opening at capacity. Our high schools already over capacity. Do you our City Council really want the devastating results of this decision written in that chapter? The citizens who have a stake in this community, that live and work here, deserve the best. Why are you allowing the developing to dictate the outcome of this beautiful attractive land? Is it true that this is the plan that you wanted all along?

Katz Demetria, let me ask you one question? How much longer?

Semetiras Two more, not even. If in fact this is what you wanted, then your neighbors and citizens of Gaithersburg have been betrayed. And betrayal is not one of the six pillars of character. Thank you.

Katz Thank you. Anybody else in the audience who would like to speak? Please, Mr. Reeder.

Reeder Good evening. Mayor, Council, Planning Commission Members. Daniel Reeder, 11520 Game Preserve Road. Well obviously, that is a hard act to follow. I will follow up on some comments that the previous speaker said about timing, phasing and what not for this project. Specifically with schools and traffic issues. And I hope that you, if this is in fact that this is a plan that you end up being comfortable with at whatever stage, that you pay special attention to the phasing. The phasing that is currently listed for the residential components to go in and have it more or less coincide with the spirit and letter of what is written in the Master Plan concerning schools and transportation improvements. And definitely, transportation improvements that are solely needed on Clopper Road. I see what is actually, according to the traffic study, what is recommended. And really, that is not going solve any traffic problems on Clopper Road. I know it, everybody knows it. It's a very small improvement. One other comment. One of the other speakers indicated the need for an independent traffic study and there is nothing new there. I recall Ann Somerset asking at least on two occasions publicly at Council meetings that something need to be done about that so that there is a non-bias study done. And I still don't understand how many times people have come up to this podium and asked for a realistic study there. And why that practice is still followed, it seems like a change really needs to be made there. I've talked with staff members on it and it is the policy that is followed now. But I guarantee you that know staff member is going to bet its pay check that those numbers provided by the developer, whether it is in this instance or in any other instance whether those numbers are accurate. They sure wouldn't bet their pay check. And if you could show me a staff member that would, I'll show you a staff member that is about to loss its pay check. Thank you very much.

Katz Thank you. Fred if you could make a note please. At our work session, we would like to have Ollie Mumpower here, please. Thank you very much. Please Jud.

Ashman Jud Ashman, 46 Napa Valley Road. I am speaking for myself and also as the coordinator for the Quince Orchard Cluster. As you all know or need to be reminded, the Master Plan, among the development assumptions in the Master Plan was that there would be capacity room at all levels before there would be building. And another (inaudible) of the Master Plan was talking about the inadequacy of the county's annual growth policy schools test. Now it's clear and it's been demonstrated and acknowledged that high school does not have the numbers. Right now it is at seven percent over capacity. There are four portables, there is another slated for next year. And to circumvent what we all know here is that this statement in the sketch plan agreement, it says, while the Mayor and City Council does not believe the current Montgomery County Annual Growth Policy is as restrictive on school capacity as it should be, they recognize that Montgomery County is the level of government responsible for providing schools for our citizens. This is a cope out. You guys invited all of us, as the citizens to participate in the Master Plan re-write back in 2002-2003. We did and that was a pact between you guys and the people, the citizens and we came up with a good set of documents. And the question should be pretty simple, does the plan before you meet the criteria in the Master Plan, or does it contravene it. It clearly contravenes what's in the Master Plan. Now as Mr. Reeder pointed out before me, perhaps some of this can be avoided with some thought into phasing as is currently written in the sketch plan I have some serious questions about it. About whether the phasing set up would mitigate it. In the cluster, we are concerned about this project obviously. But, this isn't happening in a vacuum. We are concerned about the further build out of Quince Orchard Park and the Vistas, the Archstone project. What might happen in the GE property? Various other projects on the other side of the line, on the county side. So, the bottom line is, the question should be pretty simple. Does it go along with the Master Plan or does it not. And my answer is, it doesn't.

Katz Thank you very much. Anyone else in the audience please? Seeing none, ok. It has been suggested that the Planning Commission keep their record open for 38 days and that would bring it to July 14, 2005. What is the pleasure of the Commission?

Hicks Do I have a motion to hold the record open for 38 days, until July 14, 2005?

Levy I move that on SDP-05-002, the Planning Commission hold its record open for 38 days.

Hicks Do I have a second?

Kaufman Second.

Hicks A motion has been made and seconded to hold the record open until July 14, 2005. All in favor say aye?

Commission Ayes.

Hicks Motion passes 4-0.

Katz Ok. I did want to note that July 14, 2005 is a Tuesday and that would be 5 p.m. for that. It has been recommended that the City Council hold its record open for 51 days until Monday, July 27, at 5 p.m. What is the pleasure of the Council?

Keller I move that the we hold our record open for 51 days, until July 27, 2005 on SDP-05-002.

Marraffa Second.

Katz It's been moved and seconded. All those in favor please say aye?

Council Ayes.

Katz Opposed? Carries unanimously 4-0.

End of Joint Public Hearing
SDP-05-002

July 6, 2005

Ms. Erica Shingara
City of Gaithersburg
31 South Summit Ave.
Gaithersburg, MD. 20877

Re: Watkins Mill / Casey West
Wildlife Management
SDP 05-002
RCI Project No.: 776A

Dear Ms. Shingara:

This correspondence is to provide you with information related to the involvement of the Humane Society of the United States (HSUS) with regards to wildlife management for the Watkins Mill / Casey West project (SDP 05-002).

On Wednesday, July 6, 2005 representatives of Rodgers Consulting, Inc. (RCI) met with representatives of the HSUS. The HSUS indicated that they would work with the City of Gaithersburg, the applicant, and the applicant's representatives towards addressing wildlife management issues for the aforementioned project.

During the meeting, the HSUS referenced the success of the Lakelands project as well as other projects that they have worked on elsewhere in the region. They indicated that they envisioned efforts related to planning/design input, field identification of local wildlife habitat (dens, nests, etc), efforts to minimize impacts to wildlife during construction, providing educational materials to future homeowners related to wildlife-human interaction, and other measures as necessary to minimize impact to wildlife. As part of this process, the HSUS is willing to provide input/guidance during the planning process, the construction phase, and the post-construction / homeowner phase.

The next step in the wildlife management process is to perform the wildlife surveys and a preliminary wildlife management report. The surveys will occur during the months of July and August. The preliminary wildlife management report will be provided in the upcoming week. A technical meeting with the HSUS is to be scheduled during the month of August.

Please feel free to contact us with any questions at (301) 948-4700.

Sincerely,
Rodgers Consulting, Inc.



Dusty Rood
Natural Resource Specialist

DR/eb
Cc: Peter Henry





Enhancing the value of land assets

Casey Property West – Metropolitan Grove

Wildlife Management Report Outline

Prepared For:

**BP Realty Investments
10000 Falls Road, Suite 100
Potomac, Maryland 20854
Attn: Mr. Pete Henry**

Prepared By:

**Rodgers Consulting, Inc.
19847 Century Blvd., Suite 200
Germantown, Maryland 20874
Attn: Dusty Rood**

April 2005



Enhancing the value of land assets

Purpose:

The purpose of this document is to provide the framework for the preparation of a wildlife management plan and compliance with Section 31 (Existing Wildlife) of the City of Gaithersburg's *Environmental Standards for Development* for the Casey West Property – Metropolitan Grove.

Plan Development Schedule:

Step 1: Wildlife Management Plan Outline

*To be completed as part of the Schematic Development
Plan Review Process*

Step 2: Meet with Humane Society of the United States (HSUS)

*The purpose of which shall be to discuss whether the HSUS would be
willing and able to participate in the wildlife management program for this
project and, if so, to introduce the HSUS to the project.*

Step 3: Preliminary Wildlife Management Plan

*This plan will address the macro-scale design and planning components
related to wildlife management.*

**Step 4: Wildlife Surveys (Including habitat analysis, forage availability analysis,
and surveys of vegetation/wildlife survey)**

*To be completed as part of the Final Site Plan / Improvement Plan review
process or during the months of July and August, whichever occurs first.*

Step 5: Technical Meeting with HSUS, City of Gaithersburg

*The purpose of which shall be to discuss planning/design measures for
addressing wildlife.*

Step 6: Final Wildlife Management Plan

*To be completed as part of the Final Site Plan / Improvement Plan review
process. This plan will include any necessary measures, as determined in
conjunction with the HSUS, for minimizing or mitigating wildlife impacts.*

Step 7: Wildlife Management Implementation Measures

As specified by the Wildlife Management Plan (Step 3)

Wildlife Management Plan Outline:

- Section A: Habitat analysis and forage availability
To include the results of the Wildlife Survey (Step 2)
- Section B: Vegetation, bird, large and small animal surveys
To include the results of the Wildlife Survey (Step 2)
- Section C: Identification of potentially problematic species
- Section D: Options for managing potentially problematic species
- Section E: Short and long-term success of these options in managing the potentially problematic species
- Section F: Human-wildlife interactions before development (particularly with medium-large sized mammals)
- Section G: Changes in the edge to area ratio proposed by the development plan
- Section H: Identification of how the development will minimize 'pinch-points' in wildlife movement corridors
- Section I: Identification of linkages for isolated wildlife habitat areas
- Section J: Landscape design/natural resource management practices for habitat enhancement
- Section K: Grading activity schedule
- Section L: Wildlife Management Recommendations
- Section M: Other as necessary



Enhancing the value of land assets

References:

City of Gaithersburg, "Environmental Standards for Development Regulations:
Regulation No. 01-01", February 2002, Section 31 (Existing Wildlife), pp. 37-38.